SUPPLEMENT

TO THE

FORTIETH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES FOR THE CALENDAR YEAR 1907.

MARINE

REPORTS

OF THE

HARBOUR COMMISSIONERS

FOR

TORONTO, QUEBEC, THREE RIVERS, BELLEVILLE, NORTH SYDNEY, PICTOU AND MONTREAL, AND PILOTAGE AUTHORITIES.

CERTIFICATES TO MASTERS AND MATES

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS AND STATEMENT OF WRECKS AND CASUALITIES

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1907

PRINTED BY ORDER OF PARLIAMENT

OTTAWA

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1908

[No. 23—1908]

OTTAWA, August, 1908

Hon. LOUIS-PHILIPPE BRODEUR,
Minister of Marine and Fisheries,

SIR,—I have the honour to submit herewith the Supplement to the fortieth Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1907, containing a statement of merchant shipping, wrecks and casualties; lists of certificates granted to masters and mates; the reports of the harbour commissioners of Toronto, Belleville, Quebec, Three Rivers, North Sydney and Montreal for 1907; list of harbour masters; reports of harbour masters generally; reports of pilotage commissioners; reports of port wardens, and list of shipping masters.

I have the honour to be sir,

Your obedient servant,

F. GOURDEAU, Lt.-Col.,
Deputy Minister of Marine and Fisheries.

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APPENDIX I.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE YEAR ENDING DECEMBER 31st, 1907.

COMMISSIONERS:

MAJOR GEORGE W. STEPHENS, PRESIDENT.
L. E. GEOFFRION, ESQ. C. C. BALLANTYNE, ESQ.

DAVID SEATH, SECRETARY-TREASURER.
F. W. COWIE, B.A Sc., M. INST. C.E., CHIEF ENGINEER.
JAMES McSHANE, HARBOUR MASTER.
CAPT. T. BOURASSA, DEPUTY HARBOUR MASTER.
ROBERT A. EAKIN, WHARFINGER AND PAYMASTER.

Hon. L. P. BRODEUR, K. C., M.P.,
Minister of Marine and Fisheries.

Sir,—

The Commissioners have the honor herewith to submit a report covering the work undertaken and accomplished from the 1st January, 1907, to 1st January, 1908, within the Port of Montreal, which they trust will meet with your approval.

CONCRETE FLOORS.

To prepare as far as might be possible for the season of navigation of 1907 was first undertaken. It was therefore necessary to at once lay the concrete floors of the then uncompleted sheds, five in number. This work was undertaken by arrangement with the Contractors, Messrs. Peter Lyall & Sons, and five complete floors were laid and delivered to the Commissioners on May 1st, 1907, ready for use by Steamship Companies, a matter of considerable satisfaction to them, as had those floors not been laid during the winter time business interests would have suffered as the sheds would not have been available at the opening of navigation, and the laying of the concrete floors would have compelled the Shipping Companies to vacate their valuable berths for at least five weeks each. The work of laying these floors was difficult. Each shed had to be closed in so as to ensure satisfactory results, and the work was carried out at an additional cost of $5,000,00 per shed. This however, enabled the Commissioners to negotiate leases with the Steamship Companies for the spaces and $14,600.00 was received in rentals for the season of 1907.

RETIREMENT OF MR. JOHN KENNEDY.

The resignation of Mr. John Kennedy, Chief Engineer, owing to failing eyesight was placed in the hands of the Commissioners shortly after the appointment of the present Board, and his very valuable services to the Port and to the country were recognized in fitting terms to him, and so that his valuable knowledge and services might be available in the future, the Commissioners appointed him Consulting Engineer at a salary of

$5,500.00 for the first year.
$5,500,00 for the second year.
$4,500.00 for the third year.
$4,000.00 for the fourth and succeeding years.

During the year his services have been called upon from time to time and have been found of great value to the Board. Through a successful operation upon his eyes within the last few weeks it is hoped that his services may prove of still greater assistance in the future.

APPOINTMENT OF MR. F. W. COWIE.

To replace Mr. John Kennedy, by arrangement with the Department of Marine and Fisheries, Mr. F. W. Cowie, Superintending Engineer, St. Lawrence Ship Channel, was permitted to act as Chief Engineer.

The report of his Department, which is attached hereto, is itself the best tribute to the energy, organization and work of the season. The Board desire to bear witness to the conscientious and thorough manner in which Mr. Cowie's work as Chief Engineer, during the past season, has been performed.

CLAIM OF PETER LYALL & SONS.

On the 9th January the Board received from Messrs, Peter Lyall & Sons a claim for extras amounting to $725,000.00 due to the delays, changes and increased cost of labor and material up to January 1st, 1907. No arrangement with the Contractors could be made for a continuance of the general work under contract until this claim was dealt with. It was an imperative duty devolving upon the new Board, therefore, to settle this claim in some way before starting out on the completion of the contract for the new sheds with Messrs. Peter Lyall & Sons. To that end a commission of three experts was appointed to study the whole situation. The Commission consisted of Messrs. Henry Holgate, Consulting Civil Engineer; L. A. Audette, Advocate, Registrar of the Exchequer Court of Canada; F. W. Cowie, Chief Engineer. These gentlemen met, deliberated and made a complete report recommending the payment of $335,000.00 in full settlement of the claim and the Commissioners, after giving the matter full consideration, agreed to carry out the recommendation made and paid balance of $100,000.00 to be retained until the final completion of the contract.

REMODELLING OF OFFICE BUILDING.

On occupying the office building, the Commissioners made a thorough examination which resulted in the imperative necessity of putting in new drains, new plumbing, new heating apparatus, painting papering, and cleaning the building from top to bottom, and its equipment with suitable office furniture in keeping with the requirements of a modern business office.

SESSIONAL PAPER No. 23.

REORGANIZATION.

The reorganization of the different departments was then taken up and the strength of the permanent staff adjusted to the needs of a business office.

APPRAISAL OF ASSETS.

The appraisal of a'l plant and properties belonging to the Commissioners was entrusted to the Canadian Appraisal Company so that from the start an accurate independent valuation might be set upon the assests, liquid and fixed, within the control of the Board.

DEPARTMENTAL REPORTS.

A system of weekly reports was worked out so that from week to week, accurate and detailed information might be placed before the Commissioners form each Department. These reports are comparative and give weekly detailed history of each part of the organization.

PURCHASING DEPARTMENT.

A Purchasing Department was organized and a system of checking the receipt of articles purchased is now in working order and has proved satisfactory.

TRAFFIC DEPARTMENT.

A traffic Department was organized with a view of taking charge of the railway traffic on the wharves and controlling and systematizing the vehicular traffic in the hope of minimizing the congested state of the wharves. Under the old system the railways were enjoying joint privileges of use of tracks at a stated rental per annum. This brought into conflict as many different interests as there were railways using the wharf, in consequence of which the merchants and trade of the port suffered.

Under the leases in force was provided in addition to the annual rental, that the railways should pay propotionately for the upkeep of the tracks on certain conditions. The Commissioners found that this provision had not been enforced, in consequence of which, the tracks on the wharf were found to be in a dilapidated and neglected state. Steps were therefore taken to reclaim from the railways the money necessary to carry out the provision of the leases then in force, and agreements were entered into by which the Railway Companies were to pay the amount necessary to put the tracks in good condition.

By arrangement with the different railways, a working agreement was drawn up whereby the necessary motive power was rented at a stated sum per day to the Commissioners.

The appointment of a practical Superintendent of Railway terminals was accomplished by the engagement of Mr. J. Vaughan, who held a similar position for the Canadian Pacific Railway for the past 20 years.

Under his direction the Traffic Department has been organized.

The Commissioners have pleasure in adding that during the entire season just closed, M. Vaughan and his staff have carried out their duties without a hitch, with satisfaction to the railways, merchants and all concerned. The new organization has resulted in greater efficiency, less cost of handling to the Railway Companies and the merchants, and a very much greater handling power added to the existing trackage. This Department received and dispached 70,000 cars of which 20,000 were loaded and unloaded direct into the sheds or ships.

It is worthy of notice that in the re-adjustment of railway tracks on the wharves, they have been so placed that each pier will now have alongside of each shed two railway tracks on the inner side, and where practicable one track between the shed and the ship. In this way during the season it has been possible to load and unload 20,000 cars of freight directly in this manner, and at an average of 20 tons per car. This means 400,000 tons upon which the saving in handling is estimated to be not less than 50 per cent. or $80,000.00.

The success of the Traffic Department during the season of 1907 has warranted the purchase by the Commissioners of three locomotives, this ensuring the permanent working of the Department.

CONFERENCES.

Conferences were undertaken with the different interest as follows:—

Board of Trade.
Chambre de Commerce.
Corn Exchange.
Produce.
Shipping Federation.
Can. Pac. Railway Steamship lines.
Cartage.
Railway.
Coal.
Lumber.

Each interest gave the Commissioners valuable information with reference to their particular needs. This has been one of the important elements in the year's successful work, and the Commissioners desire to place on record their appreciation of the co-operation of all Interests towards the betterment of conditions in the Port.

LIFE SAVING.

Means were taken early in the season to provide additional protection to life in the dangerous places of the Harbour, with a view of minimizing drowning accidents which during the year 1906 numbered 46.

A course of instruction in first aid to the injured was arranged for through Dr. W. H. P. Hill, who delivered a complete course of instruction in this matter to a class of 172 policemen.

It is a pleasure to record that during the past season of navigation not a single fatal drowining accident occurred from the wharves in the Harbour.

FIRE PROTECTION.

For the better protection of the immense cargoes inward and outward, while in the sheds and in transit over the wharves, the tug boat "St. Peter" was equipped and manned exclusively as a fire tug. She has been in active service day and night throughout the season. While no disastrous conflagrations have taken place this boat has been of material assistance in putting out fires in the coal stored by one of the lessees of coal space on the Bickerdike Pier, and on the 6th of November was made use of in putting out the fire at Dominion Park. The only water available at this fire was from the tug "St. Peter."

So as to have some simple means at hand at once the Commissioners thought it advisable during the year to place at convenient points on the wharf three hand hose reels carrying 500 feet of hose, available at a moment's notice. This will have for immediate result the reduction in the rate of fire insurance both on merchandise in the sheds and on the property belonging to the Commissioners.

Fire alarm boxes have been placed conveniently on all the piers and at convenient points along the river front.

SCAVENGING DEPARTMENT.

Scavenging and wharf cleaning Department has been in operation during the year, and notwithstanding the large constructional works under way, it has been a pleasure to the Commissioners to hear from time to time that their efforts towards keeping the wharves reasonably clean have been appreciated by the public generally.

SAW MILL.

The preparing of lumber required in the general upkeeping and construction of the wharves was made the subject of deliberations which led to the purchase of a Saw Mill. Machinery was purchased and erected at a convenient place in the Harbour and has been working practically all summer with the result that the Commission has been able to carry on the work formerly paid for to outdoor concerns, and at a considerable saving.

NEW EQUIPMENT.

A seventy-five ton floating crane is under order with the firm of Vickers, Son & Maxim, Limited to be delivered during the season of 1908. The designs for this crane are along the most modern lines adopted by the best European ports. It will be the most efficient of its kind on this continent.

PERMANENT STEEL SHEDS.

The Contractors have completed a record year's work. It will, however, take some time to complete all of the 14 sheds now under contract.

It is a matter of considerable difficulty to carry on such large constructional works, and at the same time afford ample facilities for the handling of the Port's business. The different interests doing business in the port have recognized these difficulties and have in every way co-operated with the Commissioners in order that no undue delay might occur in the completion of this work.

At the beginning of the present year, none of the permanent sheds was in condition to be used, but owing to the winter's work the lower floors of the five sheds were completed at the opening of navigation and used by the Shipping Companies, and the lower floors of two others were completed during the season and also used. At the close of navigation the foundations for the remaining seven sheds were completed.

The Commissioners hope that by the opening of navigation 1908, three more sheds will be so far advanced as to be used, and that by the opening of navigation 1909, all of the fourteen sheds will be about completed.

When all of the sheds are completed, the storage capacity of the central harbour will be increased, owing to the adoption of the two-storey plan, by nearly 750,000 sq. ft.

The fourteen two-storey, permanent steel sheds for the high level piers and wharves, take the place of the temporary single-storey wooden sheds owned by the Shipping Companies, which before the wharves were raised, had to be put up each spring and taken down in the fall, carted from the wharves, and stored for the winter.

(The wooden sheds hardly provided half the storage which will be available in the new sheds.) This operation was carried on each year by the Shipping Companies at their own expense, the cost of which has been variously stated by them to be from $3,000.00 to $8,000.00 per shed per annum. The Shipping Companies will

save all this expense and loss of time and annoyance by the use of the steel sheds, which will afford more than double the accomodation existing formerly, and being permanent can be used all the year round, in summer by the Shipping Companies and in winter by the railways, and merchants. Both the Canadian Pacific and Grand Trunk Railways are now using some of the sheds as terminals for the handling of freight.

It is furthermore a pleasure to report that the merchants and shipping people generally have taken advantage of the Commissioner's offer to give free storage in the upper storeys of the sheds until the 31st December, 1907, of import freight which was delivered in the second storey by the ship's tackle, without any further equipment.

DEVELOPMENT PROBLEMS.

With a view of studying the problems connected with the further development of this port, the commissioners deemed it a wise policy to employ the services of a distinguished engineer whose specialty has been the study and development of ports throughout the world. Mr. R. C. H. Davison, of London, England, was engaged for this purpose. This gentleman came to Canada with the highest recommendations, and spent some time during the past summer in studying the actual conditions prevailing.

On the 15th August, Mr. R. C. H. Davison, Mr. John Kennedy, consulting engineer, and Mr. F. W. Cowie, chief engineer, presented an interim report, concurred in by the three, upon the means of access to the upper storeys of the sheds. This report describes in detail, five different feasible methods of making available the upper storeys, states the cost of installation and the cost of handling per ton under each system.

The different systems will have serious study. The Commissioners hope with this information to be able to further increase the efficiency of the Port.

There is under study at the moment by Mr. R. C. H. Davison. Mr. John Kennedy and Mr. F. W. Cowie, a scheme of port development over an extended period to be worked out year by year so that on completion, a harmonious whole will be the result. The report on this intended scheme and the plans connected therewith have required the preparation by the Harbour staff of a very careful engineering data, all of which has taken a great deal of study and pains to prepare. It is hoped, that the final report will be a valuable basis for the consideration of future development.

DEVELOPMENT OF EASTERN HARBOUR.

To take care of the great development of Canadian trade, vastly greater harbour facilities must be provided.

It should not be forgotten that through the creation of a Terminal Department under the harbour commission, all the railway traffic on the harbour tracks is controlled and regulated by one authority, which will give railway facilities over all roads to every manufacturing interest settling in the east end in addition to deep water communication. These two facts alone ought to cause a tremendous growth of industries in the next five years. To meet this, serious studies have been made with reference to the early development of the eastern harbour which must be prepared to take care of the increased business of the country now in sight.

ACCOMMODATION OF RIVER CRAFT.

Increased and better accommodation must be provided for the different river craft and ferry service whose business is rapidly increasing, and for our local brick and lumber dealers doing a large business between this port and the towns and villages along the river.

SESSIONAL PAPER No. 23.

DRY DOCK, FIRE TUG, ETC.

With the great anticipated increase in trade of all kinds to be handled, the manifest increase in the number of ocean and river boats coming to the port, the Commissioners recommend two most urgent needs, as a matter of insurance against accident and fire.

1. The building of a dry dock.
2. The purchase of a modern fire tug.

It is not right to ask nearly $5\frac{1}{2}$ millions of tons shipping to use our national port and not have the means to repair and refit ships.

While as yet no great conflagration has visited our Harbour, it will be unwise to wait until after it has happened to provide the means for its prevention. As one-third of the country's trade passes in and out, the matter of insuring its safety is most important.

REDUCTION OF INSURANCE RATES.

Since 1900, the insurance rates on merchandise and grain via the St. Lawrence route have been reduced about fifty per cent.

NIGHT NAVIGATION.

During the past season, the St. Lawrence Ship Channel has been so successfully buoyed and lighted that ocean liners have come up to Montreal at will during the night.

This will prove of great advantage to the port, and make the St. Lawrence route more popular than ever for both passenger and freight business.

HARBOUR ELEVATOR.

The Harbour Commissioners' elevator has not been used to anything like its capacity during the present season, although the grain trade has had one of its most prosperous years. This is explainable by the fact that the Grand Trunk elevator with its feeding system of railway takes care of practically all the grain brought by rail to the port. The Montreal Grain Elevating Co., with its seventeen floating grain elevators, and its intimate freight relations with the Montreal Transportation Co., takes care of the bulk of the water borne grain. The Canadian Pacific Railway has not, during the present season, been bringing grain in any quantity to the Port of Montreal. The Commissioners having no barges to lighter grain out, and no conveyer system to deliver grain to steamships, are some of the reasons why their elevator has not done more business, but they, however, are in hopes that with the completion of the conveyor system now under construction, which will obviate the necessity of ships moving around the harbour to receive their cargo, considerable grain will be attracted to the Harbour Commissioners' elevator.

PART OF WORK ACCOMPLISHED DURING THE SEASON OF 1907.

$1\frac{1}{2}$ million tons of freight handled by Traffic Department.

400,000 tons of freight handled direct between car and shed and ship, or vice versa.

6 acres permanent scoria paving laid, or 28,234 sq. yds.

$5\frac{1}{2}$ sq. acres new concrete floor laid during winter.

$18\frac{1}{2}$ sq. acres new concrete floor laid since May 1st, 1907.

$2\frac{1}{2}$ sq. acres reinforced concrete roof laid since May 1st, 1907.

1600 tons steel erected since May 1st, 1907.
3500 tons steel manufactured since May 1st, 1907.
1000 tons steel delivered since May 1st, 1907.
3786 Raymond concrete piles driven since May 1st, 1907. (Designed to carry shed loads of 150,000 tons.)
6500 cu. yds. of concrete foundation laid since May 1st, 1907.
The whole of Jacques Cartier pier raised to high level.
3 miles of new railway track laid and ballasted.
21 3-4 miles old railway track repaired.
600 ft. new permanent concrete wharf erected, in addition to Harbour dredging, blasting and filling.

SHIPPING USING PORT DURING 1907.

742 sea going vessels with a tonnage of	1,923,658	tons.
14,420 inland vessels with a tonnage of	3,620,950	"
Total tonnage	5,544,608	"

CAPACITY OF PRESENT HARBOUR AND SHIP CHANNEL.

Steamships drawing 29 feet can use channel to Montreal.
Navigation opened April 27th, 1907.
Navigation closed Dec. 13th, 1907—7 months and 20 days.
Least depth in channel, 30 ft. 10 inches.

FINANCES.

The revenue for the year has been the largest in the history of the port.

Receipts.	1907.	1906.
Wharfages inwards	$ 225,513,67	$ 210,397.23
" outwards	96,659.62	97,365.32
" local	59,254.01	53,146.54
Rental harbour tracks, etc	22,847.26	20,277.23
Grain elevator	7,970.63	6,885.76
Rental new sheds	14,600.00	.....
Switching cars on wharves	71,815.93	.....
	$ 498,661.12	$ 388,972.08

CONGESTION ON THE WHARVES.

At the opening of navigation it was found that the additional charges for goods remaining on the wharves beyond the time limit allowed by by-law, were in some cases so low that it was cheaper to pay the additional charges than storage, and the goods were allowed to remain upon the wharves. This annoying condition was removed by the imposition of higher charges which were levied in every case, and which had the effect of goods being promptly removed, thus affording more space for the handling of cargoes.

In terminating this report, the Commissioners desire to express their appreciation of the many courtesies extended to them by the Honourable the Minister of Marine and Fisheries, for the freedom allowed them in the exercise of their functions, and for the ready consent given to all applications made for approval of work considered necessary for the development of the Harbour.

SESSIONAL PAPER No. 23.

To all the different interests doing business in the Port of Montreal, to the Merchants, Corporations, Shippers and, as well as to the different working staffs, the thanks of the Commissioners are due for making possible a successful year's work.

Respectfully submitted.

(Signed) G. W. STEPHENS, President.
L. E. GEOFFRION,
C. C. BALLANTYNE,
Commissioners.

Montreal, January 2nd, 1908.

REPORT OF SECRETARY-TREASURER OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE YEAR ENDED 31ST DECEMBER, 1907.

Montreal, April 27th, 1908.

COL. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—

I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith for the information of the Honourable the Minister of Marine and Fisheries, Summarized Statement of the Operations of the Corporation for the year ended 31st December, 1907, which covers the first year of administration under the present Commissioners.

The harbour revenue was $404,274.56, an increase of $23,088.24 over that of the previous year. The increases were—wharfages on imports, $15,116.44; local wharfages, $6,107.47; rentals, etc., $2,570.03; in all, $23,793.94, while the wharfages on exports decreased $705.70, leaving the net increase as above.

The revenue from the grain elevator was $7,970.63, an increase over that of the previous year of $1,084.87.

The lower floors of five of the permanent wharf sheds were rented for $14,600.00

A Traffic Department was organized in May last, and there was received for switching cars on the wharves, $71,815.93.

The revenue from all sources, as enumerated above, was $498,661.12, and the disbursements on that account were $497,837.86.

The interest on loans was $336,277.86, of which $259,167.24 was for harbour improvements; $55,401.20 on account of the New steel sheds; and $21,907.42 for the grain elevator.

The amount disbursed on capital Account was $1,745,709.91, of which $40,273,-60 was on account of the grain elevator conveyor system; $48,098.43 for harbour railway tracks; $1,277,476.16 on account of the New Steel Sheds; and the balance of $379,861.72, on account of harbour improvements.

The following loans were received from the Government:—$25,000.00 under the Act 1, Edward VII, Chap. 9; $1,010,000.00 under the Act 3, Edward VII, Chap. 36,; $500,000.00 under the Act 6-7, Edward VII, Chap. 30, making a total of $1,-535,000.00.

The bonded debt at 31st December, 1907, was $10,347,000.00, of which $1,-972,000.00 is due to the public, and $8,375,000.00 due to the Government, and upon which the average rate of interest is 3.35 per cent.

I have the honour to be,
Sir,
Your obedient servant,
DAVID SEATH, Secretary.

HARBOUR COMMISSIONERS OF MONTREAL.

SUMMARIZED STATEMENT OF OPERATIONS FOR THE YEAR ENDED 31st DECEMBER, 1907.

Balance and Receipts.	Revenue.	Capital.
Balance from 1906		$ 127,157.02
Receipts, 1907.		
Collector of Customs:		
Wharfage dues on imports...$225,315 67		
" exports... 96,659 62	$ 322,173.29	
Wharfinger, local traffic, etc	59,254 01	
Rental of Harbour tracks and properties	22,145.82	
Legacy	701.44	
	404,274.56	
Rental of Harbour Sheds	14,600.00	
Traffic Department, Switching Cars	71,815.93	
Harbour Commissioners' grain elevator elevating charges	7,970.63	
Chart Account, charts sold		40.50
Plant Account, materials sold		150.00
Security Deposits, from sundry contractors		1,699.75
Dominion Government, under Act 1, Ed. VII., Chap. 9		25,000.00
Dominion Government, under Act 3, Ed. VII., Chap. 36		1,010,000.00
Dominion Government, under Act 6-7, Ed. VII., Chap. 30		500,000.00
Balance and receipts on Capital a/c		1,664,047.27
Receipts on Revenue a/c.		498,661.12
Total Receipts		2,162,708.39
Bank of Montreal, overdraft repaid 1st April, 1908		299,928.64

Disbursements and Balance	Revenue	Capital
Advertising	$ 453.85	
Buoys and Beacons	549.21	
Accident Account	549.75	
Annuity	600.00	
Refunds of wharfages	722.81	
Harbour Survey	1,382.97	
Harbour Lighting	7,597.68	
Miscellaneous Expenses, taxes, heating, printing, stationery, travelling, legal and notarial, and other expenses	19,484.16	
Salaries of Commissioners and Staff	41,572.39	
Harbour repairs, Harbour tracks, etc	124,804.51	
Interest	259,167.24	
Harbour Commissioners' grain elevator....		
Interest on cost...$21,709.42		
Wages, power, etc... 19,404.87		
	41,114.29	
Mackay Pier	$	$ 69.12
Harbour of Montreal		143.37
Dry Dock		176.00
Dominion Coal Company's tracks		187.64
Grain Elevator No. 1		2,180.00
Windmill Point Wharf		4,199.59
Spoil Bank, sections 47–60		8,109.69
Laporte Bridge, Victoria Pier		8,404.44
Ship Channel dredging		9,643.70
Harbour dredging		10,530.80
Channel through Shoal, sections 56–59		12,365.54
Railway embankment, sections 55–60		14,047.40
Plant Account...$30,169.87		
Less allowed for depreciation. 8,450.00		21,719.87
Security Deposits refunded		26,709.75

Elevator conveyor eqiupment		40,273.60
Harbour Railway		48,098.43
New concrete wharf, section 35		120,405.19
Harbour improvements		167,679.37
New steel sheds		1,277,476.16
Disbursements on Capital %		1,772,419.66
Disbursements on Revenue %		497,837.86
Total Disbursements		2,270,257.52
Debentures, Series O, due 5th July, 1906, retired		1,000.00
Debentures, Series R, due 5th July, 1906, retired		500,00
Bank of Montreal, overdraft at 31st Dec., 1906		201,480.48
		2,473,238.00
Less payable 31st Dec., 1907:		
Interest accrued and coupons outstanding	$281,093.07	
Outstanding accounts	26,713.87	
		307,806.94
		2,165,431.06
Balance at 31st Dec 1907:		
Cash and cheques on hand	$4,887.83	
Bank of Montreal, coupon account	100.00	
	$ 4,987.83	
Discount on debentures H. & J	13,718.63	
Sundry accounts receivable	151,388.08	
Value of materials, in stock	127,111.43	
		297,205.97
		2,462,637.03
	2,462,637.03	

DAVID SEATH, *Secretary-Treasurer.*

Verified: RIDDELL, STEAD, GRAHAM & HUTCHISON. C. A., *Auditors.*

REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL FOR THE YEAR 1907.

January 3rd, 1908.

DAVID SEATH, ESQ.,
Secretary,
Harbour Commissioners of Montreal.

SIR,—

I beg to submit for the information of the Harbour Commissioners of Montreal, the following as my Annual Report for the year ended 15th December, 1907.

Appended thereto will be found six comparative statements, showing respectively for the past ten years:—

(1) The number, tonnage and classification of sea-going vessels that arrived in port.

(2) Those that arrived from the maritime Provinces.

(3) Number and tonnage of inland vessels.

(4) The dates of the opening and closing of navigation etc.

(5) The number and tonnage belonging to the differt nationalities.

(6) The number and tonnage of sea-going and inland vessels.

From these statements it will be seen that 742 sea-going vessels arrived in port during the past season, with a tonnage of 1,925,986 tons, a decrease of 78 vessels,and a decrease of 47,237 tons from the previous year.

Of these vessels 721 were built of iron and steel with a tonnage of 1,923,658 tons, and 21 were built of wood with a tonnage of 2,328 tons.

Of inland vessels there arrived 14,420 with a tonnage of 3,620,950 tons, an increase of 1,863 vessels, and of tonnage 524,784 tons, making a grand total of vessels of all classes of 15,161 and a tonnage of 5,546,936 tons, an increase of 1,784 vessels of all classes, and 478,539 tons over the previous year.

As will be seen from the foregoing figures there has been a decrease of 78 sea-going vessels and a decrease of 47,237 tons, and an increase of 1,863 inland vessels and 524,784 tons, making a total increase of 1,784 vessels of all classes and 478,539 tons over the previous year.

The S.S. "Dunelm," with a cargo of pig-iron, arrived in port on the 13th day of December and will winter here.

The whole respectfully submitted.

Yours truly,

JAMES McSHANE,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in port from the the Maritime Provinces, the past ten years.

YEARS.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigs.	Tonnage.	Schooners.	Tonnage.	Total No. of Vessels.	Total Tonnage.
1898...	327	372,274	.....	.....	.....	.....	.....	.....	.....	.....	14	1,397	341	373,671
1899...	336	415,825	.....	.....	.....	.....	.....	.....	.....	.....	7	646	343	416,471
1900...	279	352,002	.....	.....	.....	.....	.....	.....	1	169	15	2,564	295	354,735
1901...	282	434,140	.....	.....	1	999	.....	.....	.....	.....	10	991	293	436,130
1902...	311	466,671	.....	.....	.....	.....	.....	.....	.....	.....	11	2,063	322	468,734
1903...	303	468,100	.....	.....	.....	.....	.....	.....	.....	.....	15	4,648	318	472,748
1904...	366	582,819	.....	.....	.....	.....	.....	.....	.....	.....	13	3,238	379	586,057
1905...	364	580,485	.....	.....	1	626	.....	.....	.....	.....	26	4,116	391	585,227
1906...	367	588,980	.....	.....	.....	.....	.....	.....	.....	.....	14	3,408	381	592,388
1907...	343	579,930	.....	.....	.....	.....	.....	.....	.....	.....	18	7,042	361	579,930

J. McSHANE, *Harbour Master.*

PORT OF MONTREAL.

COMPARATIVE STATEMENT, showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in port, the past ten years, with the dates of the greatest number in port at one time.

YEARS.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigs.	Tonnage.	Schooners.	Tonnage.	Total No. of Vessels.	Total Tonnage.	Number in port.
1898...	830	1,567,436	2	3,023	12	10,031	....	.....	5	1,478	19	2,104	868	1,584,072	42, Aug. 1
1899...	773	1,509,668	.....		7	3,530	....	.....	3	1,048	18	3,365	801	1,517,611	39, Jul. 29
1900...	692	1,382,675	.....		2	891	....	.....	4	875	28	9,415	726	1,393,886	27, Jun. 28
1901...	707	1,438,081	.....		4	2,240	....	.....	.....	.....	31	12,727	742	1,453,048	25, Jul. 8
1902...	729	1,531,891	.....		9	4,427	....	.....	.....	.....	20	4,954	758	1,541,272	29, Oct. 9
1903...	779	1,882,295	1	1,543	2	1,388	....	.....	.....	.....	20	5,678	802	1,890,904	35, June 8
1904...	774	1,849,907	.....		3	1,144	....	.....	1	318	18	5,328	796	1,856,697	23, Sept. 10
1905...	786	1,918,002	.....		4	2,950	....	.....	.....	.....	43	19,104	833	1,940,056	27, Oct. 4
1906...	787	1,961,859	.....		3	1,872	....	.....	.....	.....	30	9,432	820	1,973,223	26, May, 28
1907...	724	1,918,944	.....		.....		....	.....	.....	.....	18	7,042	742	1,925,986	29, May, 24

J. McSHANE, *Harbour Master.*

SESSIONAL PAPER No. 23.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the number and tonnage of nland vessels that arrived in Port, the past ten years, with the greatest number in Port at one time.

YEARS.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1898.....	6,941	1,807,892	200.....Aug. 12
1899.....	8,877	1,899,097	216.....July 28
1900.....	8,347	1,669,494	219.....June 20
1901.....	8,450	1,683,186	167.....June 28
1902.....	9,395	1,885,250	209.....July 23
1903.....	15,338	2,415,791	225.....June 26
1904.....	10,063	2,354,975	180.....July 13
1905.....	11,112	2,785,551	175.....June 19
1906.....	12,557	3,095,174	124.....July 8
1907.....	14,420	3,620,950	105.....July 8

J. McSHANE,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the date of the Opening and Closing of Navigation, first arrival from sea, and the last departure for sea, the past ten years.

YEARS.	Opening of Navigation	Closing of Navigation	First Arrival from Sea.	Last Departure for Sea.
1898.....	March 31	Dec. 12	April 26	Nov. 28
1899.....	April 24	" 30	" 27	" 29
1900.....	" 21	" 10	" 26	Dec. 3
1901.....	" 21	" 10	" 25	Nov. 25
1902.....	" 3	" 4	" 17	Dec. 4
1903.....	" 2	" 10	" 26	Nov. 28
1904.....	" 25	" 9	May, 4	" 27
1905.....	" 19	" 12	" 2	" 30
1906.....	20	" 2	April 28	Dec. 2
1907.....	" 23	" 15	May 2	Nov. 29

J. McSHANE,
Harbour Master.

PORT OF MONTREAL.

STATEMENT showing the Nationality, and Tonnage of Sea-going Vessels, that arrived in Port during the season of 1907, that were navigated by 43,888 Seamen.

NATIONALITY.	Number of Vessels.	Tonnage.
British.....	522	1,525,095
Norwegian.....	192	357,801
American.....	12	10,735
Danish.....	7	12,081
Swedish.....	8	17,024
German.....	1	3,250

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Sea-going and Inland Vessels, that arrived in Port, the past ten years.

YEARS	Sea-going		Inland.		Grand Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1898...	868	1,584,072	6,941	1,807,892	7,809	3,391,964
1899...	801	1,517,611	8,877	1,899,097	9,678	3,416,708
1900...	726	1,393,886	8,347	1,669,494	9,073	3,063,380
1901...	742	1,453,048	8,450	1,683,186	9,192	3,136,234
1902...	758	1,541,272	9,395	1,885,250	10,153	3,426,522
1903...	802	1,890,904	15,338	2,415,791	16,140	4,306,695
1904...	796	1,856,697	10,063	2,354,975	10,859	4,211,672
1905...	833	1,940,056	11,112	2,785,551	11,945	4,725,607
1906...	820	1,973,223	12,557	3,095,174	13,377	5,068,397
1907...	742	1,925,986	14,420	3,620,950	15,161	5,546,936

J. McSHANE,
Harbour Master.

SESSIONAL PAPER No. 23.

REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL FOR THE YEAR 1907.

F. W. COWIE, M. Inst., C.E., Chief Engineer.

Montreal, December 31st, 1907.

DAVID SEATH, Esq.,
Secretary, etc.,
Harbour Commissioners of Montreal.

Sir,—

I have the honour by direction, to present the following Annual Report on the Operations for the Improvement and Maintenance of Montreal Harbour during the year ended 31st December, 1907.

THE STEEL FREIGHT SHEDS.

In January, 1907, under the new Board of Harbour Commissioners, it was decided to lay in winter the concrete flooring of the lower storeys of Sheds Nos. 2, 4, 7, 8 and 9; which work was authorized by Order-in-Council of February 8th, 1907. This action permitted of the floors of the five sheds being ready for the opening of navigation, so that the use of the sheds was not interfered with during the busy season.

On the re-organization of the Engineering Staff on February 1st, 1907, and in view of the difficulties in connection with two engineers, an Order-in-Council was passed on February 4th, 1907, and agreed to by the Contractors, constituting Mr. F. W. Cowie, the Chief Engineer of the Commissioners, the "Engineer" referred to in the contract.

The Contractors by special agreement with the Commissioners started work on February 11th, 1907, on Shed No. 2; and Sheds Nos. 2, 4, 8, and 9 had all their concrete flooring laid before the first of May, 1907.

The plans of the shore conveyor galleries and towers, which had been under discussion for some time, were finally decided upon and approved by Order-in-Council dated October 23rd, 1906, and a pound price contract was signed by the Commissioners on February 8th, 1907. The work of erecting the structural steel of these shore conveyor galleries and towers was started September 5th, 1907, and has been pursued actively since that date.

In the fourteen sheds under contract the changes for the first group of seven had been decided upon, and alteration contracts made.

Early in the year, the question of the immediate commencement of the second group of seven sheds was taken up.

The plans were modified to meet the requirements resulting from experience in the use of the seven sheds already constructed.

The alterations already embraced in the contracts for the first seven sheds were specified.

The floors were designed to meet the views of the Shipping Companies.

Concrete permanent piles were subsitituted for wooden ones.

Provision was made to allow of putting tracks in front of the sheds.

Covered wooden sliding doors were to be replaced by steel doors.

All the required alterations were specified and the Contractors undertook the work at an additional cost of $232,984.93 or $33,000,00 per shed, as compared with $31,000,00 per shed for the first seven, but with permanent foundations and steel doors, added.

The Contract for the alterations was approved by Order-in-Council of May 8th, 1907, and signed on the 11th.

The work commenced immediately and has progressed according to the programme, throughout the season, without the claim of a single dollar of extras being submitted.

The Shipping Companies were obliged to move from one berth to another, and they deserve to be complimented on the fact that they cheerfully contributed, in this way to the successful progress of the work.

During the winter months 5 1-2 sq. acres of new concrete flooring was laid, and during t'e year a total 18 1-2 sq. acres.

The amount of reinforced concrete roofs laid during the season was 2 1-2 acres.

About 1,600 tons of steel was erected, 3,500 additional tons was manufactured, with 1,000 tons of raw steel now on hand to be manufactured and erected in 1908.

For the second group of seven sheds, 3,786 Raymond concrete piles were driven, averaging about 17 feet long. The wooden piles, 8 to 12 inches in diameter at the large end, were designed to carry a load of from 22 1-2 to 25 tons per pile. The concrete piles, 19 inches in diameter at the top end, were designed to carry from 30 to 50 tons.

The cost of these concrete permanent piles including excavation, etc., was about $17,00 each, or $1.00 per lineal foot.

The total amount of concrete in foundations and walls constructed in five months, was 6,500 cubic yards.

The estimates paid to the contractor for the year, or the monthly averages, amounted to at least double of any of the records for previous periods since the commencement of the work, which shows the amount of progress made.

The erection work of the steel sheds was, at the end of 1907, sixty per cent. completed, and including steel delivered and partially manufactured, the contract is now eighty per cent. advanced, and if expected progress is made, the whole fourteen sheds will be ready for use on the opening of the season of navigation of 1909.

SHED EQUIPMENT.

The new steel freight sheds are advancing rapidly to completion.

This will give fourteen warehouses each capable of handling an inward and outward cargo of 10,000 tons each way per week.

This cannot be done on one floor, as was experienced in 1907.

The second storey is constructed and only requires handling equipment to make it capable of taking care of at least 2,000 tons per week each way, per berth.

The question of modern freight handling devices, whether inclined roadways, elevators capable of taking a team and a five ton load, or cranes or electric transporters, is receiving earnest study with satisfactory progress up to the present.

GRAIN ELEVATORS.

The Commissioners own and operate a modern Grain Elevator. Since the construction of the Grand Trunk Elevator, which has carriers to place the grain directly into the steamships, the Commissioners' Elevator has had very little business.

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CONVEYOR EQUIPMENT.

The system of carriers now under construction in connection with ten of the new permanent freight sheds, which system is pronounced the most complete in the world, will in the near future be ready for use. On the opening of navigation in 1908, it is expected that grain may be conveyed directly to three steamships at their usual berths, and all equipment to be completed early in 1909. This will enable grain to be delivered to any four at a time of ten different steamships at their berths, without moving.

It is expected that in view of this unexcelled system of delivery, and of the quantities of grain which will come to Montreal, when the new harbours and railway connections to Midland and Victoria Harbour are completed, that the Elevator will have to be at least doubled by the addition of a new wing.

FLOATING CRANE.

Frequent representations have been made to the Commissioners by Shipping Companies and merchants, that several important lines of freight, such as heavy steel, machinery, boilers, etc., have to be refused by vessels coming to Montreal, because they cannot be unloaded or handled in the Harbour.

This is not only a disadvantage to the port, but to industries in the district requiring special heavy packages.

The Harbour Commissioners have had under consideration offers from responsible firms in the United Kingdom and the United States, who have already constructed successful cranes. It is expected that in 1908, the port will be equipped with a steel hull, 360 deg. floating crane, of the type most in Liverpool, capable of lifting 75 tons out of the largest vessel afloat.

DRY DOCK.

A Dry Dock is also one of the urgent requirements of the Port. There is no other harbour in the world having anything like the commerce of Montreal which is not equipped with one or more dry docks.

Nearly every ship meeting with an accident, whether inward or outward, and when capable of being floated, comes to Montreal to unload. Even from the Straits of Belle Isle, as instanced in 1907, vessels come to Montreal to unload, or to transship to other vessels bound to the United Kigdom.

Vessels having to be towed can always be safely brought at least to the foot of St. Mary's current, without trouble.

The project of a dry dock is not a new one. The site must be chosen with great care, in view of the future of the harbour and of the possible ship-building and repair industries.

A plan has been made of a modern Dry Dock, 650 feet long with a temporary head, so as to be capable of extension to make either a double dock, or a single one 1,000 feet long. The question of the suitability of a Floating Dock is also receiving consideration.

MARINE SIGNAL SERVICE.

The Government of Canada, through the Minister of Marine and Fisheries, established a signal service system, between Montreal and Crane Island, during the season of 1907.

There are twelve stations, all connecting directly with the central station in the Harbour Commissioners' office, Montreal.

Information, often of very great importance, and signals may now be communicated for the information of Shipping Companies or the captains of the different vessels on the route.

Frequently, by prompt action, serious results from accidents may be avoided, or signals given which will prevent mishaps.

The value of this service, which was commenced September 1st, 1907, is such that expressions of satisfaction are received every day during the navigation season, when orders may be given, information as to the whereabouts of vessels obtained, and signals to passing vessels recorded.

WHARF ACCOMMODATION.

The extent of the wharves at the end of 1907 is as follows:—

For 30 ft. draught and over	16,354	lin. ft. or	3.097	miles
For 25 ft. to 27½ ft. draught	19,444	"	3.682	"
Total Deep Draught	35,798	"	6.779	"
For 20 ft. and under	3,137	"	0.594	"
Total Wharfage, end of 1907	38,935	"	7.373	"

EXTENSION OF HARBOUR BOUNDARIES.

The extension of the Harbour Boundaries is a matter of very great importance. The City of Montreal will, it is expected, in the near future, include the whole Island. The harbour should be enlarged at once, so as to preserve the valuable heritage of complete ownership of the whole water front, which alone makes Montreal Harbour advantageous to a degree, and unique.

NECESSARY ENLARGEMENT.

A plan of Harbour Enlargement to meet the trade conditions and required terminal facilities is now urgently necessary.

The present business cannot be very greatly increased until the necessary facilities are provided, and in view of the business which will come when the railways and ports under construction between Montreal and the Georgian Bay are in operation, the expected traffic will require very extensive harbour enlargements.

The Harbour may be divided into three divisions.

I. South of the Lachine Canal.

This is capable of very great enlargement, but it is difficult of access over the Canal, and has only railway connection with the Grand Trunk system.

II. The Central Harbour.

The three main piers will soon require to be lengthened, to make berths for two modern ships each.

Victoria Pier may be re-built to give five or even seven good berths, if the river vessels can be accommodated elsewhere. It is under consideration to insert between Jacques Cartier Pier and the King Edward Pier a narrow pier for river vessels so as to enable the re-construction of the Victoria Pier to be undertaken. This enlargement would probably necessitate the lengthening of the Mackay Pier (Guard Pier.)

Something must be done down the long stretch known as St. Mary's Current. The wharves require rebuilding in any case, and this length must, in the near future, be widened and built to high level, so as to give communication at all seasons, from one end of the harbour to the other.

III. The Lower Division.

This is the part of the Harbour capable of any required extension. From the new Tarte Pier down to Longue Pointe the water front is controlled by the Commissioners, and as required, standard works may be undertaken on lines already approved.

The only objection to this Division is the distance from the City and the railway terminals.

A comprehensive design is now required before new projects are undertaken, and a study is being made in view of the necessary considerable enlargement to the harbour in the very near future.

GENERAL NOTES.

The breaking up of the ice and the opening of navigation is 1907 occurred somewhat later than usual.

Changes began to appear in the ice about March 25th, when a small cut was observed on the east side of Moffatt's Island. The water was then about 12 feet above ordinary summer level. Throughout the winter there had been a long "air hole" of considerable width which extended from Victoria Bridge to Hochelaga.

Little change took place in the ice field until April 16th and 17th, when the ice cracked at Victoria Bridge and moved down somewhat on the west side, but again filled in up to the bridge. On the 18th there still remained ice on the east side of Laprairie Bay, but the main channel was open up to the rapids. From this date the ice cleared rapidly but quietly, and with much less shoving than usual.

The tug "Alphonse Racine" was out in the river beyond Mackay Pier, opening navigation for 1907, on the morning of April 22nd.

The widening of the 30 ft. channel at the entrance to the central division of the Harbour has been a matter of difficulty.

The strong current across the course of the vessels made the position of a spoon dredge, not arranged for breasting out of the way, somewhat dangerous. In fact, a spoon dredge was sunk at that work in 1906.

The Department of the Marine and Fisheries placed at the disposal of the Commissioners an Elevator Ship Channel Dredge, especially adapted to this work, which made excellent progress from July 25th to November 26th, 1907.

Owing to the change in the alignment of the new Harbour Channel, as deepened to 30 feet, and the fact of the shore marks being frequently obscured by smoke, the Department of Marine and Fisheries, at the request of the Commissioners, placed two red Gas Buoys on the north side of the dredged channel, which have since been of great benefit to navigation.

During the season of 1907, a number of distinguished engineers, and others interested in navigation and commerce, visited the harbour and were shown over the various works.

A party of English Engineers and Shipbuilders made a close study of the St. Lawrence with a view to commercial enterprises.

The Canadian Section of the Deep Waterways Commission held a meeting at Montreal, when the Harbour Commissioners were invited to discuss and give their views on questions of importance in connection with the navigation of the St. Lawrence.

The President of the Harbour Commissioners, accompanied by the Chief Engineer, made a short inspection of the harbours, terminals and equipment of the port of Boston and New York. By the courtesy of the authorities, every facility was given for a complete examination of all improvements and harbour facilities in those important harbours.

The season of 1907 has been remarkably successful from the point of view of work done, and by reason of freedom from accidents to both shipping and the Harbour Commissioners' property.

Two accidents occurred in Lock No. 1, Lachine Canal, The first was on July 2nd, about 8 p. m., when the collision of the steamer "Prescott" with the upper gate resulted in the sinking of the steam barge "Havana" in the harbour near Bickerdike Pier. The "Prescott" herself was kept afloat by the Harbour Commissioners' tugs. The "Havana" was soon after successfully floated, and comparatively little damage resulted from the accident.

The second occurred on Nov. 12th, about 7 p. m., when steamer "Neepewah" carried away the gates of the lock, and the barge "Regina," loaded with about 28,000 bushels of wheat, was swept down and sank almost under the bow of the Allan S.S. "Corsican," which was due to sail, with a large and valuable cargo, in three days.

Authority was obtained from the Department of Marine and Fisheries to remove the barge, which was done by the Harbour dredges in about twenty-four hours, so that the "Corsican" left only three hours late.

The steamer "Imperial" sank the brick barge "Germaine" at her berth on the afternoon of August 23rd. The "Imperial" was very little damaged, and after some of the bricks had been removed from the "Germaine," the hull floated away by itself and was finally recovered.

A very heavy northeast gale accompanied by rain, the most severe in years, occurred on the night of Nov. 7th, Fortunately little damage was done in the harbour, but down the river, many small vessels, barges, etc., were pulled from their moorings and damaged.

The last vessel arriving in the harbour from sea was the S. S. "Dunelm," which came into port on 13th December and entered here. Navigation closed on the 15th December. The average depth in the 30 ft. channel 1907 was as follows:—

May, 36 ft. 2 ins.; June, 34 ft. 10 ins.; Jnly, 33 ft. 3 ins.; August, 32 ft. 2½ ins.; September, 31 ft. 4 ins.; October, 31 ft. 9½ ins.; November, 32 ft. 9 ins.

The following table shows the maximum and average number of workmen employed directly by the Commissioners during the season of 1907:—

Wharf Works:—	Maximum	Average.
Construction	450	322
Maintenance cleaning, etc.	168	138
Harbour Yard, Carpenters, Blacksmiths, etc.	19	16
Sawmill and Timber Boom, Sawyers and Handymen.	45	31
Machine Shop, machinists, blacksmiths, etc.	31	28
Shipyard, carpenters, labourers, etc.	40	37
Dredging fleet, crews of dredges, tugs, etc.	104	102
Grain elevator, foreman and operators.	10	9
Conveyor equipment iron workers, carpenters.	45	19
Shed inspectors and assistants.	9	8
Totals.	921	710

The contractors and sub-contractors for the steel sheds also employed a large number of men.

The working day, in general, is ten hours. The drill boat is operated 11½ hours, and the crews on the tugs are on board night and day.

Victoria Day, Dominion Day and Labour Day are kept as holidays, and the workmen are allowed half a day's pay for each.

SESSIONAL PAPER No. 23.

The Commissioners have an insurance against employers' liability for accidents to workmen. During the season of 1907, accidents to the Commissioners' men have been somewhat numerous, but most of them were of a trifling nature.

Thirty-five accidents to the Commissioners' employees were reported during the year, and a horse employed at wharf cleaning was injured and died subsequently. All the cases were amicably settled by the Commissioners and the accident liability company.

Seventeen accidents were reported as occurring to workmen in the employ of the contractors and sub-contractors for the new steel freight sheds, three of which proved fatal.

There were also some accidents in connection with the running of the trains of the Traffic Department, which are not on record in the Engineering Department.

Five casualties to private persons on the Harbour territory were also reported, and all were said to be due to liquor, viz.:—

June 11th.—Two men were drowned while boating, at Section 59, Longue Pointe.

June 17th.—A man was knocked down by a cart on the wharf at Jacques Cartier Pier, and had his leg fractured.

Sept. 19th.—An expressman was knocked from his vehicle on the wharf near the Beaudry street tunnel, and slightly injured.

Oct. 3rd.—A lady attempted suicide, by jumping from the wharf into the river at Section 15.

Two men and an express fell over the wharf at Jacques Cartier Pier. The horse was lost, but the men were rescued.

Appended hereto are Departmental Reports from the following officers of the staff:—

Report of Mr. W. J. Sproule, Assistant Chief Engineer. Report of Mr. J. M. Nelson, Assistant Engineer. Report of Mr. W. R. Lunan, timber inspector. Report of Mr. F. L. Gagnon, Assistant Engineer. Report of the John S. Metcalf Company, on grain conveyor system. Report of Mr. Jere Nehin, Superintendent Elevator No. 1. Report of Mr. Arthur St. Laurent, on the Stability of Grain Elevator No. 1. Tables of quantities and costs, prepared by Mr. Geo. Smart, Accountant.

I am, sir,

Yours obediently,

F. W. COWIE,

Chief Engineer.

REPORTS OF THE ASSISTANT CHIEF ENGINEER AND ASSISTANT ENGINEERS OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR 1907.

(TO ACCOMPANY CHIEF ENGINEER'S REPORT.)

Montreal, Dec. 31st, 1907.

F. W. COWIE, ESQ., C. E.,
Chief Engineer,
Harbour Commissioners of Montreal.

Dear Sir,—

I have the honour to forward herewith the Reports on the works carried on for the improvement and maintenance of the Harbour of Montreal during the year 1907, which were executed, by direction, under my supervision and charge.

Having exercised immediate as well as general supervision of the works on the water, including the dredging fleet, the new railway embankment, Sections 55 to 61, and the new wharf at the Dominion Coal Co.'s berth, Sections 36 and 37, I give the details of these operations direct.

Mr. J. M. Nelson, Assistant Engineer, has been in immediate charge, both of the new works and those of maintenance and repairs carried on ashore, and I enclose his report of the works carried out under his charge.

Mr. W. R. Lunan, timber inspector, has been in immediate charge of the receipt of timber, lumber, etc., its care in the boom, and its delivery for the various works, and also of the operation of the saw mill, and his report is also enclosed.

Mr. George Yale, mechanical superintendent, has furnished particulars of the work done at the Shops and Shipyard, Mackay Pier.

OPERATIONS IN 1907.

Chargeable to Capital.

NEW WORK.

Construction of the Railway Embankment along the Harbour front from Molson's Creek, section 55, to Racine Pier, Section 61.

The principal details are as follows:—

The first new work begun by the Harbour fleet was the building of the embankment for the proposed railway, Sections 55 to 61, the water early in spring being sufficiently high to float the vessels of the fleet in that vicinity.

On May 9th one dredge was placed at the upper edge of the very shallow water, Sections 56 to 59, opposite the proposed railway embankment, and on May 13th another dredge was placed at the lower edge of the same shoal to cut a channel through it of sufficient depth to float the vessels of the fleet at low water. The materials dredged, which were chiefly hard pan and gravel, were deposited along the shore on the site of the proposed railway, by derricks, derrick No. 1 having been placed at this work on May 10th, and derrick No. 6 on May 13th.

The work was continued by two dredges and two to three derricks until June 4th, when Dredge No. 2 was moved to Section 36 to prepare crib seats. On June 25th the railway embankment had been built to full height and of sufficient width to carry one railway track, except a gap where a sewer from the Locomotive and

Machine Company's property enters the river, and a large gap at Molson's Creek, Section 55, where a space was left for the culvert which is to be built there.

The channel along the shore from the deep water at Section 47 to the deep water at Section 59, however, was not clear for tugs to navigate it at low water, and Dredge No. 4 was continued in this channel until July 2nd, when the channel had been made so as to assure access to the site of the proposed culvert and a passage through to the Racine Pier at low water.

The officers of the Lachine Canal having applied for a place to dump their dredgings, taken from the canal near Wellington Basin, their derrick was placed alongside the railway embankment on June 15th, where it deposited material to widen the embankment, free of cost to the Commissioners.

Although the embankment had been made of sufficient dimensions for one railway track, derricks continued to dump here, as the water was still sufficiently high, and a dumping ground was still required, the material dumped going to form future wharf extension and being chargeable to the section on which it was placed. The last derrick was withdrawn from this dump on August 9th.

Grading the top of the part of the railway embankment already made was begun on July 2nd, and was continued with a small gang of men until August 1st, when it was completed.

Nothing further was done on this work during the year.

Quantity dredged, Basins 56 to 59, 79,460 cu. yds.

The quantity put into the railway embankment proper was 72,470 cu. yds., scow tally.

The additional quantity dumped alongside the railway embankment was 18,975 cu. yds., also scow tally, exclusive of that put in by the canal derrick.

The canal derrick dumped 5,010 cu. yds, scow tally, free of cost to the Commissioners.

CONSTRUCTION OF PERMANENT NEW WHARF.

DOMINION COAL COMPANY'S BERTH. SECTIONS 36–37.

NEW WHARF SECTIONS 36–37.

The principal details are as follows:—

This wharf, put under construction in 1907, is to be 1,250 feet in length; of crib-work construction below extreme low water level and of concrete face wall above, and is to be built to level 106.50 or 13.87 feet above extreme low water line, and suitable for being raised to high level, if required in the future.

On May 15th carpenters began to build cribs at Mackay Pier for the new wharf at Sections 36–37. The cribs were built to about 8 feet in height, preparatory to being taken down to the site of the new wharf. This work was continued until June 24th, when it was suspended. Nine cribs of the following lengths, aggregating 653 lineal feet had been built, viz.:—

1 crib 54 feet in length on the face and 8 courses high.
6 cribs 71 feet in length on the face and 8 courses high.
1 crib 72 feet in length on the face and 8 courses high.
1 crib 101 feet in length on the face and 8 courses high.

There were also on hand at that date the following cribs, built in former years viz.:—

2 cribs 101 feet in length on the face and 10 courses high.
1 crib 151 feet in length on the face and 11 courses high.

Also three special cribs used to break the current when repairs were being made to the new cribwork, Section 24, which had been damaged by ice shoves before the concrete superstructure was put on. The cribs are of square timber on all sides, 15 feet in height, and one is 60 feet, one 40 feet and the third 100 feet in length, by 20 feet in width.

On August 14th the construction of a special crib, nearly triangular in shape and 60 feet long on the face was begun at Mackay Pier. This crib was to fill the space between the upstream end of the new wharf, Section 36, and the old existing wharf, and was completed about August 31st.

The construction of the special crib about 55 feet in length, and 30 feet wide on the bottom, for closing the space between the downstream end of the new cribwork and the old shore wharf was begun at Mackay Pier on October 11th, and was taken down to its site about October 15th, sunk in position October 24th, and completed about November 2nd.

On June 4th Dredge No. 2 began to make foundations for the cribs of the new wharf at Sections 36-37, the high water not allowing this work to begin earlier. Also on June 4th a derrick began to deposit the material dredged to make a temporary bank above the site of the new wharf to break the current.

On July 10th two of the cribs that had been built at the Mackay Pier, one about 54 feet in length on the face and the other 71 feet in length, and both 8 feet in height, were taken down to the site of the new wharf. They were there joined and built to 35 feet in height, and this crib 124 feet 8 inches in length at the line of extreme low water was sunk in position on August 9th.

Two cribs of about 101 feet in length each and 8 feet in height were taken down from Mackay Pier, joined together and built to 35 feet in height, making a crib of 202 feet 7 inches in length at the line of low water, and this crib was sunk in position on August 23rd.

Two other cribs, one of about 101 ft. in length and another about 151 ft. in length and both built to 10 ft. in height were joined together making a crib 252 feet 5 inches in length at the line of low water, built to 35 feet in height, and this crib was sunk in position on September 18th.

The part 151 feet in length had been built 3 years previously and had remained afloat at the boom in the interval. When the finished crib of which it formed a part was completed and in place ready to be sunk the swell from a passing steamer caused it to part from the rest of the crib, and as it contained the ballast that had been put in to trim the crib it settled on the bottom but in correct position with reference to the remainder of the crib. The floating part was then sunk and heavily weighted and it settled on the separated part in proper alignment. Piles were driven just inside the crib, 15 along the front and 8 along the back. The opening along the front of the crib which, when the crib was sunk varied from 8 inches to 9 inches in width was closed by planks 2 inches thick and 3 feet in length, spiked vertically on the inside of the face timbers by a diver. The whole crib was then filled, the front part with rock, largely trap, and the greater part of the remainder with trap and shale. After the crib had been filled and about 9 feet in depth by 12½ feet in width of concrete had been put on it, the opening was found by diver, to be reduced from nothing at the narrowest to 4 inches at the widest part, and averaged about 2 inches for the greater part of the distance along which it extended.

The filling of each crib was begun as soon as it was sunk in position. The filling was blasted trap and hard shale in the two front rows of pockets and partly in the back pockets. As soon as each crib or part of a crib was filled the front 12½ feet of the filling was levelled and packed into the cribwork by divers, and moulds for the concrete were put on. This work was sufficiently advanced for the depositing of concrete to begin on September 21st. The building of the concrete work was much impeded and its cost increased by the great difficulty of getting engine

runners for the derricks of the concrete machine and the impossibility of procuring cement rapidly enough to keep the machine in continuous operation. The concrete work of this wharf was completed for the season on November 8th.

The wharf as being built is in the general direction of the old shore wharf, Sec. 36–37, and at a mean distance of about 100 feet therefrom, and the coping is almost parallel to and at a distance of 250 feet from the Harbour boundary line.

It consists of cribs 42 feet wide on the bottom, 30 feet wide at low water line and 35 feet high, sunk to a depth of 35 feet at extreme low water of 13 feet on the sill. The concrete front is 12½ feet wide at its foundation on the cribs and its height finished is 13.87 feet, the coping being at elevation 106.50 Harbour Datum.

The length of the part under construction in 1907 is 574.8 feet on the face. The upstream end is built at an angle of about 122 degrees from the line of the old shore wharf, and is 109.9 ft. long of which a part 40.1 feet in length towards the face is of concrete superstructure, and the remaining 69.8 feet towards the old shore wharf is of cribwork built to coping level. The space at the downstream end between the new wharf and the old wharf face is closed by a temporary closing crib 30 feet wide on the bottom, 20 feet wide at the top, about 60 feet in length and built up to level 100.00 to retain the filling The upstream end is raised to coping level of 106.50. The adjoining face 27.3 feet in length is raised to the same level. The next 30.4 feet of face is raised to level 103.00 and the remainder of the face, 517.1 feet in length, is built up to level 100.00.

The part built to coping level is complete with anchor rods 2¾ inches in diameter and 64 feet 8 inches in length from the face wall to concrete anchorage blocks in rear and with countersunk posts on the coping for mooring vessels.

The back filling is up to full height for a distance of 57 feet from the upstream end, and the concrete face wall is backed by filling raised to about one foot above the wall itself and to about 62 feet in width behind the wall.

Derricks continued to put in filling until stopped by the closing of the season, in December.

Quantity dredged on crib seats, 34,685 cu. yds.

Quantity of rock and other filling put in in 1907, 109,332 cu. yds. scow tally, by floating derricks, and 18,485 cu. yds. scow tally, from dump scows.

DREDGING—1907.

DREDGING THE BASINS AND THE THIRTY-FOOT CHANNEL THROUGH THE HARBOUR.

The dredging of the year was done in the following places, viz.:—

Near the south side of Alexandra Pier, Section 14 B; alongside the outer end of the same pier, Section 14 C; on Sections 12 S and 13 S; alongside the shore wharf, Section 17; along the inshore side of Victoria Pier, Section 20 E; on crib seats, Sections 35 to 38; in the basins, Sections 36 to 39; in basins near shore, Sections 53 to 59, and in the 30-foot ship channel, Sections 21 to 23 and 34 to 37.

The principal details are as follows:—

DREDGING BASINS.

Certain small areas, close to the wharves in basins, Sects. 14 B, 14 C, and 17 remained at the close of last year not quite completed to a clear depth of 29 feet at extreme low water of 13 feet on the sill.

Before the arrival of ships this spring a dredge was placed to clear these to full depth. The dredging at Sections 14 B and 14 C was rock and was done to full depth.

Quantity dredged: 1,050 cu. yds.

But the water was so high that the work at Section 17 was difficult. After ships began to arrive the berths were so constantly occupied that the dredges had

little opportunity to work until autumn, and as the water has not fallen to a low stage in 1907 there has been no trouble from want of depth at any of the new wharves.

From Oct. 15th till 18th a dredge cleared out deposits to 25 feet 3 inches depth at extreme low water along the inshore side of Victoria Pier, and in November considerable cleaning up to 29 feet depth at extreme low water, was done in basin, Sections 15 and 17, close to the shore wharf.

Material, silt and deposits from the wharf—Quantity dredged; 2,700 cub. yds., Section 15; 4,500 cub. yds., Section 17; 1,200 cub. yds., Section 20.

One dredge worked the greater part of the time from July 5th till Nov. 28th dredging blasted rock in the basin, Sections 12 S and 13 S, to widen the deep water area in the basin and to procure rock filling for the cribs of the new wharf, Sections 36–37.

Material dredged, blasted rock.
Quantity, 37,201 cu. yds.
Dredging basins and crib seats, Sections 36 to 39.
Material dredged, gravel, sand and stone.
Quantity, 51,175 cu. yds., in basins.
Quantity, 34,685 cu. yds., in crib seats.
Quantity, 1,350 cu. yds., Dominion Coal berth.
Dredging basins, Sections 56 to 59.
Material dredged, hard pan, gravel and stone.
Quantity, 79,460 cu. yds.

DREDGING SHIP CHANNEL THROUGH THE HARBOUR.

Elevator Dredge No. 1 of the Department of Marine and Fisheries was loaned to the Commissioners and arrived in the Harbour on July 20th. There was difficulty in getting secure anchorage, and after getting an additional anchor and a new bow anchor cable the dredge was placed and got to work on July 25th on the east side of the 30-foot ship channel opposite Section 21, and continued opposite Sections 21 to 23 until Sept. 10th, when the shoal on the east half of the channel at that place had been cleared off.

This dredge was then removed to the east side of the channel opposite Section 34, and continued widening the 30-foot ship channel on that side, Sections 34 to 37, until Nov. 26th, when it stopped working and left for winter quarters at Sorel on the 27th.

This dredge was of important assistance by completing the 30-foot channel to 450 feet width at Sections 21 to 23 and by adding an average of 242 feet to its width for a length of 1,400 feet at Sections 34 to 37. The areas dredged at Sections 21 to 23 and at Sections 34 to 37 have been tested and found clear to 30 ft. depth at extreme low water of 13 ft. on the sill. The quantity dredged was 50,400 cu. yds., scow tally, all of which was dumped close to shore, Sections 63 to 64, except 5,700 cu. yds., which were dumped behind the cribs into the new wharf, Section 37.

Material dredged, boulders, stones, sand, hardpan, etc.

Dredge No. 2 began to widen the ship channel on the west side on June 29th at Section 36 and continued at this work on Section 36 to 41 with the exception of a few days spent on crib seats, until Nov. 13th. The additional width added to the 30-foot channel on these sections was an average of about 143 ft. over a length of about 2,900 feet, and at the close of the season the channel had been made of approximately the following widths and of 30 ft. in depth, viz.:—

From Lachine Canal to Victoria Pier, 350 ft. at the narrowest part, to 600 ft. in width.

From Victoria Pier to Ste. Anne Cotton Mill, Section 34, 450 ft. in width.

From Ste. Anne Cotton Mill, Section 34, to the Tarte Pier, Section 44, 800 ft. to 1,400 ft. in width.

Across Longueuil Bar, 500 ft. to 700 ft. in width.
Longueuil Bar to Longue Pointe Church, 500 to 800 ft. in width.
Materials dredged, stone, gravel, sand, hardpan, etc.
Quantity, 44,000 cu. yds.

DRILLING AND BLASTING.

NEW WORKS.

The Drill Boat worked the whole season on Sections 12 S and 13 S drilling and blasting rock for the double purpose of extending the deep water area of the basin and to obtain rock for wharf construction, etc. The boat began to work on May 27th and stopped to "lay up" on Dec. 5th.

The material blasted was hard shale and trap dykes.

The area blasted is 103,448 sq. ft. or 2.37 acres, and the quantity 14,368 cu. yds., measured in the solid.

The particulars of the drilling and blasting are as follows:—

DRILL BOAT'S WORK IN SECTIONS 12 S AND 13 S, DURING THE SUMMER OF 1907.

Number of days worked, May 27th until December 3rd, inclusive, 162 days.
Working time, per day, 11½ hours.
Number of holes blasted, 3,679.
Average depth of each hole in solid rock, 5.50 feet.
Average actual depth water surface to the bottom of holes when drilling was done, 36.41 feet,
Quantity of rock drilled and efficiently blasted, measured in the solid to 6 in. below grade line of bottom, 14,368 cu. yds.
Total cost, $17,052.98 or $1.18 7–10 per cu. yd., measured in solid.

FILLING THE FOUNDATIONS OF THE STEEL FREIGHT SHEDS.

NEW WORKS.

The filling was put into the foundations by floating derricks, and a large part of the filling material was obtained from Bickerdike Pier, where surplus filling existed, having been put there in former years, and the pier since having been filled in by ashes, excavated materials from cellars, etc., in the city, delivered free of cost to the Commissioners. The surplus material was loaded on scows, also by floating derricks. The filling required over that available on the Bickerdike Pier was supplied by dredgings from the channel and basins at Hochelaga, Sections 36 to 37.

The quantities put into the foundations were:
21,075 cu. yds. from Bickerdike Pier.
21,600 cu. yds. from dredges.

42,675 cubic yards in all.

DREDGING FLEET ON NEW WORKS.

SUPERINTENDENCE AND REPAIRS.

CHARGEABLE TO CAPITAL.

The Dredging Fleet in 1907 was all owned by the Commissioners except Elevator Dredge No. 1, with ts tug, the "Portneuf" , and scows, which were loaned to the Commissioners by the Department of Marine and Fisheries.

The Commissioners' Dredging Fleet consisted of:
Two bucket or dipper dredges.
Five floating steam derricks.
One floating hand derrick.
One Drill Boat.
One Testing Boat.
One floating concrete making machine.
One floating Pile Driver.
Five screw propeller tugs.
Four small lifting scows.
One passenger transport scow.
One coal scow, 150 cu. yds. capacity.
Eighteen flat scows, 150 cu. yds. capacity.
Three hopper bottomed scows, 200 cu. yds. capacity.
Two floats, 100 ft. x 10 ft.
One float 30 ft. x 10 ft.
One float 20 ft. x 10 ft.
Several smaller floats.
Spare dredge buckets, clam shells, etc.
One Orange Peel Dredge bucket.

All the dredging fleet was wintered afloat in 1906–1907 opposite the Mackay Pier near the workshops, except Derrick No. 1 and Derrick No. 3, which had been hauled out in the fall of 1906 for extensive repairs during the winter.

The dredges were served throughout the summer by the tugs "Alphonse Racine," "Robert Mackay" and "Aberdeen," assisted occasionally, when towing the heavy vessels, by the "Portneuf," of the Department of Marine and Fisheries, which was serving Elevator Dredge No. 1 of the same Department, when it was working in the Harbour.

The tug "Courier" was engaged throughout the summer principally in towing timber, piles, etc., from the boom to the places where the timber was being used, and in such other light work as the tug is fitted for.

The tug "St. Peter" having had for some years on board a pump capable of throwing four fire streams of considerable efficiency, was, at the opening of navigation, fully fitted with hose, nozzles, etc., and kept on duty throughout the season of navigation, night and day, as a firetug.

SHOPS AND SHIPYARD—ON NEW WORKS.

SUPERINTENDENCE AND MAINTENANCE.

CHARGEABLE TO CAPITAL.

The work of keeping the Dredging Fleet engaged on New Works, in repair, has been done at the Commissioners' shops and shipyard at the Mackay Pier.

In addition to the work at the Machine Shop for the vessels of the fleet, as enumerated under "Dredging Fleet," 60 complete anchor rods, 64 ft. 8 inches in length, for concrete wharves; 115 complete rods 25 ft. in length for the foundations of the steel freight sheds, and a number of special bolts for the grain conveyors have been made, and the hoisting engines of the land derrick, land pile driver, and the engine, boiler, pumps, etc., of the saw mill have been fitted up.

In addition to the work done at the Ship Yard, and already enumerated, the following items were done:—

Four new bow fenders for dredges and two floats for wharf building were made; 79 boxes for rock dredgings were repaired and 19 new ones were made; several new spuds were dressed and fitted with their castings; five flat scows were hauled up on

the ways and extensive repairs made; three dump scows and the testing boat were also hauled up and repaired; four new boats were made and delivered to the various vessels, and all the flat scows underwent more or less repair.

MAINTENANCE AND REPAIRS.

CHARGEABLE TO REVENUE.

Testing the Depth of the Channel.

Maintenance.

As soon as the ice cleared in the spring, the testing boat was put to work and continued as constantly as the weather permitted until the channels in the Harbour above Longueuil Bar were thoroughly examined.

The wreck of Dredge No. 1, which was about 170 ft. from the shore wharf at Section 25, the previous year when winter set in, was found about 260 ft. from the shore wharf at Section 41, having been carried down stream about one and a half miles by the ice and current.

Over the wreck, on which there was found to be only 17 ft. depth at low water, a scow, properly lighted at night, was promptly placed and maintained throughout the season of navigation. Testing was also done later in the season where dredges had been at work.

BUOYS AND BEACONS.

Three black buoys to mark out the east side of the channel between the lower end of the Windmill Point Basin and Mackay Pier, were placed and maintained during the season.

A red buoy was placed and maintained about half way from Sutherland Pier to the ship channel to mark the upper end of the shoal between the ship channel and the west shore.

Three red buoys and six black buoys were placed and maintained in the inshore ship channel leading from Longue Pointe (opposite the Church) to the Racine Pier, Sec. 61.

Rectangular beacons were placed to mark out both the 27½ ft. channel (25 ft. 3 ins. at extreme low water) and the new channel, 30 ft. in depth at extreme low water, in the upper reaches of the harbour.

REPAIRS TO WHARVES, BUILDINGS, ETC.

In the week ended July 13th, a quantity of dredged rock was placed by a derrick at the upstream ends of the Racine, Doran and Lemay Piers to make good material removed by the ice and to prevent further scour, and on October 30th, and 31st, four scows of rock were deposited at the Signal Station, Longue Pointe, to protect it against scour or ice shoves.

The Montreal Street Railway having failed to make the cut across the wharf for their intake, satisfactory for the crossing over it of the Dominion Coal Co.'s towers, necessitated by the building of the new wharf, the work was taken in hand on August 16th by the Commissioners' staff. Piles were driven and heavy timber placed by the Commissioners' men, and the place made secure, the work to be charged to the Street Railway Co. The towers worked over the cut safely the remainder of the season. The shop wharf, which had been damaged by the ice, was re-planked and several new piles were driven.

The shop and ship yard buildings were painted (2 coats).
A new cradle for the ship yard ways was built of oak and fitted with castings, etc.

W. J. SPROULE,
Asst. Chief Engineer.

HARBOUR COMMISSIONERS OF MONTREAL.

December 31st, 1907.

W. J. SPROULE, Esq.,
Assistant Chief Engineer.

Dear Sir,—
I beg to report as follows on the various works in Montreal Harbour, Shore and Wharf Branch, carried out, by direction, under my charge, during the season of 1907.

The most important sub-divisions of the Shore and Wharf operations for 1907 were as follows:—

NEW WORKS—CAPITAL ACCOUNT.

The construction of new railway tracks on the wharves.
The Permanent Paving.
The raising of Jacques Cartier Pier.
The establishment of Life-Saving Equipment.
Fire Protection.

MAINTENANCE AND REPAIRS—REVENUE.

The removal of ice from the wharves.
Spring cleaning of the wharves.
Summer cleaning and watering of roadways and wharves.
Roadway maintenance.
Macadamizing stone.
Windmill Point raceways.
General repairs to wharves and water front.
Denonville ramp.
Harbour buildings, repairs, etc.
Electric lighting of the Harbour.
General notes.

1. THE CONSTRUCTION OF NEW RAILWAY TRACKS ON THE WHARVES.

Laying new tracks upon the piers and shore wharves, began on the 19th April, and continued at various times, during the summer until November 7th.

All new rails laid were 80 lb. Am. Soc. C. E. section. The ties for straight track were mainly of hemlock, 4 ins. thick, 8 ins. face and 8 ft. long. Those used for switches and slip diamonds were of hardwood, 7 ins. thick, 8 ins. face, and varying in length from 8 ft. to 16 ft. All the new track laid upon the high level piers and wharves between the Canal Entrance and Victoria Pier, Sec. 20, was well packed under the ties with stone ballast, and concreted between the ties and under the rail, before being paved with scoria blocks.

The tracks laid in former years on the high level piers and wharves, were lifted to grade, excavated between the ties and concreted also before being paved with scoria blocks.

All tracks alongside the new Steel Freight Sheds were laid at such an elevation and at such a distance one from the other as to permit of the doors of refrigerator cars being freely opened for the discharge of goods.

The new track laid in 1907 was as follows:—

Alongside Shed No. 2, Sec. 12–13—Two tracks of an aggregate length of 1,298 feet.

375 feet of Main Line Track, in Sec. 12, laid in former years with 72 lb. rail, was relaid with 80 lb. rail.

On the Alexandra Pier.—Two tracks alongside Sheds 3 and 5, and two alongside Sheds 4 and 6, of an aggregate length of 4,375 feet, including connections with the main lines.

Two tracks of 72 lb. rail laid in former years down the centre of the pier were removed.

810 feet of track of 72 lb. was relaid with 80 lb. rails.

On the King Edward Pier.—Two tracks of an aggregate length of 1,525 feet, were laid, one on the upstream and one on the downstream side, parallel to existing tracks alongside sheds 7 and 9 and 8 and 10.

Cross-overs, between the two tracks, on either side of the pier, were laid at about the middle of the pier, measuring together 230 ft.

On the Jacques Cartier Pier.—Curved connections for two tracks on the stream and two on the downstream side were laid, and two tracks alongside shed 13. In all, 1,745 feet.

Windmill Point Wharf.—Sec. 8–10.A siding was laid for the use of the Grand Trunk Railway Co. connected with the existing track in Sec. 8 and extending down to the end of the wharf in Sec. 10.

The siding is 1,250 ft. in length. Work on it began on the 4th September, and it was completed on the 9th Sept.

Local Delivery Siding, Section 27–30.—A siding 1,680 ft. long, for local freight was laid between the 16th of May and the 3rd of June.

Cross-overs.—A cross-over 300 ft. in length, between tracks 2 and 3, was laid, in Sec. 22, and one 200 ft. in length, just below the Longueuil ferry ramp.

At Sec. 42–43.—A curve 225 ft. long was laid to connect the existing track along the edge of the wharf in Sec. 42, with the southern track on the "Laurier" pier.

The total length of new railway tracks laid in 1907, was 12,828 ft. or 2.43 miles. Track laid in previous years with 72 lb. and relaid with 80 lb. rails was 2,119 ft., or 0.40 mile.

The 72 lb. rail, replaced with 80 lb., has been reserved for re-laying rail upon the low level wharves, as the existing 56 lb. rail becomes worn out.

An office for the use of the Traffic Department was built in Sec. 15. The building is 30 ft. by 9 ft., divided into two rooms, electrically lighted, one for the switchmen and shunters, equipped with lockers for oil, lamps and coats, and the other for the yardmaster, neatly furnished and with telephone.

THE PERMANENT PAVING.

Paving between the rails of the tracks on the level wharves, and the surface of the piers between the sheds, with scoria blocks, and part of the roadways of the shore wharves with granite, was begun on the 1st of June, and carried on until the 14th of November.

The concrete foundation upon which the blocks are laid is 6 ins. thick, of 1 part cement, 3 parts sand and 6 parts broken stone. The bed between the blocks and the foundation is from 1½ to 2 ins. thick, of 1 part cement and 2 parts sand, dampened. The joints between the blocks are completely filled with thin grout, of 1 part cement to 1 part sand. The total area of paving laid was 28,234 sq. yds. The King Edward Pier was completely paved and the Alexandra and Jacques Cartier partially.

The shore wharf opposite Shed No. 2 was also paved. In addition to the paving done, 9,800 sq. yds. on the Alexandra Pier and 3,100 sq. yds. on the Jacques Cartier Pier, have been concreted, ready for paving in 1908.

Circular concrete wheel guards were placed around the bases of the hydrants and electric light poles on the King Edward Pier. 11 cast iron gullies, on the King Edward Pier, 8 on the Alexandra Pier, and 4 alongside Shed No. 2 in Sec. 12–13 were put in and connected with the drains, to carry off the surface water.

The organization for the laying of the New Railway Tracks and the Permanent Paving was as follows:—

TRACK WORK.

1 general foreman.
3 sub-foremen.
Track layers.
Tampers.
Labourers.

PAVING.

1 general foreman.
2 sub-foremen.
Concrete men.
Pavers.
Grouters.
Labourers.

Much difficulty was experienced in the spring in securing the necessary quality of labour.

The employment of a considerable number of Italians had to be resorted to owing to the impossibility of obtaining Canadian labourers.

The work was heavy and hard, and owing to the steady, hard work insisted upon, the cost of the work compares favorably with contract work.

THE RAISING OF JACQUES CARTIER PIER.

Raising Jacques Cartier Pier to the same level as the other high level wharves and piers, was begun on the 24th of June and carried on as occasion offered, until completed on the 14th of October.

New countersunk moorings were put in, tie rods bolted up, and the timber work of the top made strong enough to carry railway tracks.

THE ESTABLISHMENT OF LIFE SAVING EQUIPMENT.

An effort was made to minimize, as far as possible, the loss of life by drowning.

On the 1st of May, all life buoys in stock, with 60 ft. of rope attached, and a boat-hook or gaff-pole for each buoy, were placed at various points along the high and low level wharves.

100 new buoys were purchased, and many added to those already placed.

New poles 30 ft. long for the high level, and 18 ft. long for the low level, were made at the Harbour Yard and placed at suitable points.

The ladders on the face of the wooden wharves and piers were repaired and new ones added, practically doubling them in number. "Danger" signs were placed at corners and angles of the wharves throughout. Guard fences of steel on the high level and of wood on the low level wharves, were placed at all angles formed by the junction of piers and shore wharves, and at other points. Fifteen countersunk moorings on the shore wharf at the Harbour Commissioners' elevator, were converted into posts or "bollards," by raising the posts and filling the basins or bowls with concrete. A systematic weekly inspetion of the life saving equipment was maintained throughout the summer.

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FIRE PROTECTION.

The wiring of the fire alarm system and the boxes was overhauled early in the year and put into good order. A hose reel house equipped with reel, 500 ft. of hose, nozzle, hydrant key, etc., was placed at the outer end of the Alexandra, King Edward and Jacques Cartier Piers, the hose being attached to a hydrant within each house.

A pressure test of the hydrants on the wharves was made on the 28th and 29th of June, by Captain Naud, of the City Fire Department, and a pressure of from 70 to 75 lbs. was indicated on the gauge.

A plan showing the position of the hydrants was sent to, and hung up, in City Fire Stations 1, 2 and 20,which are the nearest to the Harbour.

An iron fire escape, was erected on the western end of the Harbour Commissioners' office.

A systematic weekly inspection of the hydrants on the wharves was maintained during the summer, and will be kept up all winter.

NEW PLANT.

The following new plant, in connection with the wharf work, was acquired in 1907.

1 Two horse "Austin" road sweeper.
2 Two horse road scrapers.
1 Double, steel tank sprinkler, "Austin" pattern, 800 gals
1 Land pile driver.
1 Pile hammer.
2 "Lidgerwood" hoisting engines and swingers.
1 Five ton land derrick.
Track drilling machine, drills, tamping bars, rail bender and other track tools.
1 Steel tank for new water cart.
1 Pump and attachments for pumping out hydrants.
100 Circular life buoys.
Round and square shovels, picks, crowbars, etc., etc.

MAINTENANCE AND REPAIRS—REVENUE.

THE REMOVAL OF ICE FROM THE WHARVES.

A comparatively small quantity of ice was left upon the wharves in the spring

The clearing of the ice from the sites of the steamship sheds, ferry steamer berths, and other places first required for use, was commenced on the 22nd April, and was completed on the 2nd May.

Floating derrick No. 1 was employed at clearing ice from April 25th to 2nd of May.

The largest number of men employed at ice removal at any one time was 66.

SPRING CLEANING OF THE WHARVES.

Cleaning the wharves of the winter accumulation of mud and refuse, began on 16th April. By the 4th of May the shore wharves from the Canal Entrance to Victoria Pier were thoroughly cleaned.

The spaces between the sheds and the edges of the Alexandra, King Edward and Jacques Cartier piers were cleaned of all rubbish, which was thrown on scows placed alongside the piers.

Cleaning up of the surface of the piers between the sheds was then proceeded with, and was finished by 15th of May.

SUMMER CLEANING AND WATERING OF ROADWAYS AND WHARVES.

The cleaning of the roadways of the wharves throughout the Harbour was kept up all summer.

The Harbour was divided into sections, with a foreman, labourers, and carters to each.

A systematic cleaning and sweeping of the paved roadways of the shore wharves and piers, from the Canal entrance to, and including the Victoria Pier, was carried out.

A night sweeping and cleaning gang was organized, consisting of 1 foreman, 2 labourers with brooms, 1 water cart, 4 carts, and 1 two-horse "Austin" sweeper.

The gang worked every night, cleaned and swept the paved roadways and removed all the collected material, leaving the roads clean for the morning. During the day, men with brooms and barrows collected manure, straw, paper and other light rubbish.

Eight single water carts and one double sprinkler were in use practically every week day during the summer, laying the dust and wetting material to be scraped up by the different cleaning and scraping gangs.

ROADWAY MAINTENANCE.

Roadway repairs.

The macaadmized roadways of the wharves throughout the Harbour were maintained in good order.

MACADAMIZING STONE.

The stone for macadamizing the roadways of the wharves in 1907, was delivered during the pevious winter by the contractor, unbroken, and broken by the Commissioners' own men.

The quantities used during the summer for maintenance were:—

	Tons.
Sections 5 to 10	465
" 12 to 19	1,760
" 20 to 27	814
" 28 to 34	383
" 35 to 38	142
" 39 to 46	261
Total tons of 2,000 lbs	3,825

WINDMILL POINT RACEWAYS.

SECTION 4, WINDMILL POINT.

The screen which breaks the current at the outlet of the raceway from the Ogilvie Flour Mills, in the upper end of the Windmill Point Basin, was twice damaged during the summer. A new and substantial screen was put in on Sunday, 8th September, which has since remained in good condition.

REPAIR TO RACEWAY NO. 6, PECK ROLLING MILL.

The rebuilding of the raceway, which failed in September, 1906, and partly rebuilt in that year, was continued in 1907.

Work began on 2nd January driving sheet piles and putting in braces to prevent the sides of the excavation which were frozen, from falling into the raceway when they thawed out in the spring.

The old cover of the raceway was removed to within 7 ft. of the Harbour boundary by the 19th January providing a full flow for the waste water from the mills.

On the 1st of February everything having been made secure for the winter, the work was stopped.

The rebuilding of the raceway was resumed on 2nd September and was carried on daily.

Derricks with hoisting engines were set up, on each side of the excavation, the remaining portion of the old cover removed to the Harbour boundary line and the work of clearing the raceway of the earth and stones which had collected during the winter and summer was done by two divers on Sundays, when the mills were closed down and the water in the raceway at rest.

The original sills and plank flooring were found in good condition, and work was at once begun, framing bents and building a crib to form supports for the new roof or covering, which was later put on.

The crib which occupies a central position is 6 ft. wide at one end, 4 ft. at the other, 9 ft. in height and 42 ft. long. It was constructed of 12 in. x 12 in. timber, with cross ties at 8 ft. centres.

The bents occupy positions midway between the sides of the raceway and the central crib, and are made with a sill and a cap of 12 in. sq. timber, with posts between, also of 12 in. timber, set at 18 in. centres.

The bents are 9 ft. in height, the same as the central crib.

On Sunday, 20th October, the central crib was sunk in position and filled with stone.

The bents were lifted into position by the derricks, and bolted to the bottom and to the original sills alongside of which they were placed.

The roof consists of a double thickness of 12 in. x 12 in. timbers, set together with close joints, and spiked to the bents and central crib.

On November 8th the cover was all on, the bracing put up in January was removed, and filling in the excavation was begun.

Examination by diver of the portion of the raceway built in 1906, showed it to be in good condition.

The work of filling is still in progress.

Section 11, *between the entrances of the Lachine Canal.*—35 feet of new coping was put on, and the top planking renewed for a length of 25 feet between June 20th and 22nd.

King Edward Pier.—The south east corner of the pier was re-inforced with 4-inch hardwood planks set vertically.

Sect on 19, *Shore Wharf.*—During the night of the 17th of April the top of the wharf in Section 19, for a length of 75 feet, was broken and lifted by the ice.

The damage extended downwards for about 8 courses. The broken timbers were taken out and renewed, new sleepers, top planking and coping put on, and moorings re-set.

The work began on the 22nd of April and was completed on the 30th.

Section 20, *Victoria Pier.*—The outer corner of the slip at the berth of the Str. "Terrebonne," broken by the Str. "Montreal" early in June, was repaired.

Repairs were made in May to the coping and top planking of the Pier, aggregating 125 lin. ft. of coping and 200 lin. ft. of top planking.

Section 23.—The top of the wharf for a length of 400 feet was lifted about 1 foot by the ice. The planking was disturbed, coping and some rotten sleepers under the planking were broken.

400 feet of new coping were put on.

50 piles were driven along the front, cut off 2 feet below the top and 2 waling sticks of 12 in. by 12 in. timber bolted to the heads of the piles, and the piles and walings well bolted to the face of the wharf.

Section 24.—An aggregate of 75 feet of coping and 50 feet of the top planking was renewed.

Section 25.—In the spring, after the ice was gone, the cribwork of the wharf, for a length of 90 feet, was found to have been carried away. It is proposed to build a new wharf, on the same lines as the new concrete wharf in Section 24. At this place, therefore, no work was done on repairs, but in order to prevent further damage by ice, 48 piles were driven around the lower corner, and all overhanging timbers cut away. Rock was piled along the back of the break to prevent the washing down of the earth. Work began on the 1st November and finished on the 7th.

Section 26.—Two slips in the face of the wharf, which had been covered over, were opened up for use of the Quebec S.S. Co.'s S.S. "Campana."

Section 33, *Longueuil Ferry Berth and vicinity.*—A stone crossing from the foot of the ramp across the wharf, which was 3 feet wide, was re-laid 6 feet wide in October. The woodwork of the wharf was in a shaky condition.

Repairs began in August, by driving piles along the front, cutting them off near the water line, bolting them to the wharf face, and on top of the piles a bevelled waling piece made from 12 in. by 12 in. timber.

The work was carried on at various times as weather and more pressing work would permit. It was completed on the 1st of November. 81 piles in all were driven, the corners of the slip repaired and all rotten plank replaced.

Section 36, *Dominion Coal Co.'s Berth.*—In July the wharf in front of the track scale in Section 36 subsided for about a foot in depth by a length of about 50 feet. Examination by diver showed that the old sheet piles were broken and the cribwork generally in shaky condition.

As the new wharf in Sections 36–37 under construction is in front of this wharf, a temporary repair only was made.

Section 40.—The top of the wharf was slightly damaged by ice. 25 feet of coping was put on and the top planking renewed in part, and repaired in part, for the same length.

Section 41.—On the 22nd and 23rd of May 30 lin. ft. new coping and 15 feet of new top planking were put on.

Sections 42–43.—At different times in June and July heavy repairs were made to top planking, face planking and coping of the shore wharf in Section 42, and the Laurier Pier, Section 43.

300 lin. ft. of new coping was put on and the top planking renewed for the same length. 235 feet of the face planking was renewed and 4 ladders repaired.

Section 46, *Sutherland Pier.*—In June, 18 lin. ft. of new coping was put on. 425 feet of the Pier on the upstream and downstream sides and outer end had the top planking renewed.

Lemay Wharf.—(Upper of two wharves at Longue Pointe).

On June 28th the top planking of the wharf was renewed for 60 feet, 6 feet in width.

Doran Wharf (Opposite Longue Pointe Church).

Between the 25th and the 28th of June a thorough repair was made to this wharf. 75 feet of new coping was put on. Two-thirds of the whole planking of the top of the wharf was renewed and the sides of the slip re-built.

The ordinary repairs to the planking and timber work of the wharves were carried out during the summer and extended practically throughout the Harbour.

The bulk of the repairs, however, were between the Victoria Pier, Section 20, and the Sutherland Pier, Section 46.

THE DENONVILLE RAMP.

Sections 35–36, "Denonville" Ramp.

The ramp, which is of timber, was much decayed through age. The "punky"

face of the ramp was on fire twice during the year. After the last fire it was found necessary to shore up the central portion of the ramp wall until such time as repairs or re-building can be carried out.

Sills of 12 in. by 12 in. timber were buried in the ground, parallel to and about 25 feet from the face of the ramp.

Braces of 12 in. flat timber were set at ten feet centres butting on the sills and against uprights on the face of the wall. The work began on the 16th of September and was completed on the 1st of October.

Harbour Buildings, Repairs, etc.—On January the 20th, during a high south-west gale, a small portion of the corrugated iron enclosure of the passenger elevator tower of the Harbour Commissioners' Elevator No. 1 was torn off. Again in a windstorm on the 2nd of February a larger area was torn off, about 12 feet by 50 feet being affected, as also slight damage to the galvanized iron cornice, and the coping of a rolling up door at the west end of the building. The work of repair was at once seen to and by the 7th of March the damage had been made good.

Additional fastenings were put into all the corrugated covering of the Passenger Elevator Tower.

Electric Lighting of the Harbour.—The lighting of the Harbour was continued throughout the summer by the Mont. Light, Heat & Power Co., under contract. Lighting commenced on April 27th with three lamps at the Longueuil Ferry, and on the evening of the 1st of May the number was increased to 35 and on the 4th of May to 55 lamps. The number of lamps was increased each night until, by the 24th of May, the whole circuit of 156 lamps was in operation.

This number remained constant until November 5th, when 6 lamps were added in Sections 41–42, the Elder Dempster S.S. Co.'s berth.

On the 19th of November 4 lamps which were in the way of construction of sheds Nos. 3 and 5 were removed for the balance of the season, and on the 21st of November two arc lamps were placed at either end of the Harbour Commissioners' saw mill on the Bickerdike Pier.

The largest number of lamps burning at any one time was 171.

GENERAL NOTES.

Latrines and Drinking Troughs.—The latrines of the low level wharves which were stored away for the winter of 1906–1907 were repaired and painted in the early spring and placed in position, the water was connected with them and the water troughs early in May. When the weather became cold in November the stand-pipes, for the supply of water to water carts, were disconnected and stored.

The water troughs and latrines were continued in service for some time longer, and finally the latrines from the low-level wharves were disconnected and stored for the winter. All latrines, hose reel stations, offices and shanties upon the wharves belonging to the Harbour Commissioners were painted with the new standard colours, red and green.

Harbour Yard.—The repairing of the wharf plant and tools was done in the Commissioners' Yard, Papineau Avenue.

The whole of the water carts, road scrapers, sweeper, carts, wagons, "diables," sleighs, etc., were kept in good order and painted with the Commissioners' standard colours, red and green.

The picks and other small tools were repaired in the blacksmith's shop in the yard, and a large quantity of other smith work required for wharf work was also done there.

Fires.—The face of the Denonville avenue ramp, Sec. 35–36, was on fire twice during the summer. The men of the Montreal Fire Department extinguished both fires.

On Thursday, October 31st, a serious fire occurred in the examining warehouse adjoining the Harbour Commissioners' Office.

On November 6th a large fire occurred at Dominion Park. On Nov. 7th the Church at Longue Pointe was practically destroyed by fire.

On November 22nd, a fire took place in a stevedore's oil and gear shanty at the Manchester Line berth, Sec. 24.

Sinking of Steam Trawler "Mary."—On the 31st of March, the steam trawler "Mary," wintering on the lower side of the Tarte Pier, sunk at her moorings.

The vessel was moored within 4 ft. of the side of the pier, and about 300 ft. inshore from the end.

The "Mary" was solidly frozen in, and the ice frozen to the pier.

When the water rose, the ice close to the pier did not, and the vessel being solid in the ice, the water rose over her gunwale and poured down the hold.

She was later on raised and pumped out, and did not sustain any great damage.

Respectfully yours,
(Signed) J. M. NELSON,
Assistant Engineer.

MONTREAL, Dec. 31st, 1907.

MR. W. J. SPROULE,
Assistant Chief Engineer.

DEAR SIR,—

I beg leave to report on the erection of the Harbour Commissioners' Saw Mill and on its operation from July 24th, when completed, up to 31st December 1907.

NEW WORKS.

The Saw Mill, including machinery, engine and boiler, with the housing, was purchased from the W. J. Poupore Co., on the 26th of March, 1907. It was then on an old dredge hull afloat, and the machinery and housing had to be taken down and put ashore on the end of Bickerdike Pier. This work was commenced as soon as authority was given, and when the ice cleared in the Harbour, sufficiently, the dredge hull was taken over to the pier.

On the 1st of May, all the saw mill machinery, engine, boiler and housing had been placed on the pier.

The foundation for the mill ashore, was made partly, on a small lump of dredge material that was in place, and the balance of the area required was filled up by materials from city excavations delivered free of cost to the Commssioners and from surplus material already on Bickerdike Pier.

Pile driving for the foundations was commenced on the 28th of May, and all the piles, 46 in number, were driven by the 6th of June. The construction of the building was commenced on the 8th of June and the mill started to run on the 24th of July, and has been in actual operation 93 days, up to 30th November.

Lighting the mill by electric light began on the 27th of November.

The mill has been supplied with an effective steam fire pump, with hose, nozzles etc., attached, ready for instant use in case of fire, and in addition a regulation steam boat hand deck pump is in place ready for use in case of an incipient fire when the boiler is not under steam.

During the running time of the mill the building itself has been put into such shape that the work may proceed during the winter. An intake for the water supply has been built and the building has been sheeted, lined and painted.

The lumber and timber sawn in the mill was produced promptly when required, which would not likely have been the case if it had been necessary to have the sawing done at city mills, as in former years.

W. R. LUNAN,
Timber Inspector.
MONTREAL, December 31st 1907.

SESSIONAL PAPER No. 23.

Montreal, December 31st., 1907.

F. W. COWIE, ESQ.,
Chief Engineer,
Harbour Commissioners of Montreal.

Dear Sir,—

I have the honour to transmit herewith my report of the progress made in the construction of the New Steel Freight Sheds and Conveyor Galleries during 1907, and a memorandum regarding the Victoria Pier Passenger Foot Bridge erected this spring.

I am, sir,
Yours obediently,
FREDERICK L. GAGNON,
Assist Engineer.

REPORT OF PROGRESS ON NEW STEEL SHEDS DURING 1907.

Shed No. 2, Bulkhead Wharf, Sections 12 and 13.—The old scoria block paving was entirely removed and the concrete flooring of both floors laid. The ceilings of both floors were whitewashed, all the wooden sliding doors of this shed were built and hung in position complete, except the windows of the doors on t e lower floor of the river side. All the steel framing of the sides was erected and rivetted.

The corrugated iron siding of the sides and the Conveyor Gallery was put up. The tripper rails were straightened, and the structural steel for machinery supports was erected in this gallery. The concrete floor cut for structural purposes, was all repaired. The shed is now about 98 per cent completed and has been used continually during the season by the Allan line.

Shed No. 3, Alexandra Pier.—The foundations of this shed were started on the 12th of September. The excavation, concrete piling, concrete piers, and walls, and filling of site were carried on silmultaneously and finished on Nov. 1st, 1907.

The concrete of the lower floor was nearly all laid, and the ramps all paved with stone blocks. The steel work of this shed is now being manufactured ready for erection. The site, from the opening of navigation until September 10th, was occupied by the Allan Line.

Shed No. 4, Alexandra Pier.—The site of this shed was thawed out during the winter months and graded to proper level, and the concrete flooring of the lower floor laid. During the summer, the upper concrete flooring was laid. The ceilings of both floors were whitewashed.

The steel framing of the sides of the tower of the Conveyor Gallery and some of the skylights were erected and rivetted. The concrete roof and floor of the Conveyor Gallery, and the concrete roof of the panels of the shed near the tower were laid, and the skylights were all concreted. All the wooden sliding d oors of this shed were built and hung in position complete, except th windows in the doors of the lower floor river side. All the ramps have been paved with stone blocks. The corrugated iron of the sides of the shed, and of the Conveyor Gallery, was nearly all erected.

This shed, which is about 92 per cent completed, was occupied for the whole season of navigation by the Dominion Line.

Shed No. 5, Alexandra Pier.—The foundations of this shed were started Aug. 19th, and the excavation, concrete piling, concrete piers and walls and filling in of site of lower floor were carried on simultaneously and finished.

The concrete flooring of the lower floor was laid and the ramps were paved with stone blocks. The Allan Line occupied the site of this shed from the opening of navigation to the last minute before the commencement of laying of foundations.

Shed No. 6, Alexandra Pier.—The foundations of this shed were begun on Aug. 14th, and the work of excavation, concrete piling, concrete piers and walls and filling in of the site were carried on simultaneously and finished.

The ramps of the lower floor were all paved with stone blocks, and the concrete flooring of the lower floor was laid. The Dominion Line occupied the site of this shed before the foundations were in, and were allowed to unload cargo after the concrete floor was sufficiently hardened to stand traffic.

Shed No. 7, King Edward Pier.—During the winter months the concrete flooring of the lower floor of this shed was laid.

The side framing and all the extra steel of the tower and conveyor gallery were erected and rivetted. The concrete floors of the upper floor and conveyor gallery were finished. The wooden sliding doors and corrugated iron sheathing of the sides were put up. The whitewashing of both ceilings was done and all the ramps paved with stone blocks. The Canadian Pacific Railway S.S. Co. used this shed, which is now about 97 per cent finished, during the whole season of navigation.

Shed No. 8, King Edward Pier.—The concrete flooring of the lower floor of this shed was laid in the winter months. The steel framing of the sides, and of the conveyor gallery, and the steel structure of tower "H" were erected and rivetted. The concrete flooring of the upper floor, the cinder concrete roof and floor of the conveyor gallery and tower were put up. All the wooden sliding doors were made and hung in position complete, except the windows of the doors of the lower floor river side. All the ramps were paved with stone blocks, and the sides of the shed and conveyor gallery were covered with corrugated iron. The whitewashing of both ceilings was done. This shed, which is now about 95 per cent finished, was used during the season of navigation by the Thomson Line.

Shed No. 9, King Edward Pier.—During the winter months, the concrete flooring of the lower floor of this shed was laid.

The side framing and all the extra steel of the tower and conveyor gallery were erected and rivetted. The concrete floors of the upper floor and conveyor gallery were finished. The wooden sliding doors, and corrugated iron sheathing of the sides were put up. The whitewashing of the ceilings of both floors was done and all the ramps paved with stone blocks. The Canadian Pacific Railway S. S. Co. used this shed, which is now about 97 per cent finished, for the whole season of navigation.

Shed No. 10, King Edward Pier.—During this year, the structural steel of this shed and conveyor gallery was all erected and rivetted. The stone concrete flooring of both floors was all laid, The concrete roofs of the shed and conveyor Gallery were also laid. The ramps were all paved with stone blocks.

The whitewashing of the ceilings of both floors was all done. The wooden sliding doors of the upper floor are made and part of them are hung in position.

This shed is now about 70 per cent finished, and has been used for part of the season by the Allan line.

Shed No. 11, Bulkhead Wharf, Section 17.—The foundations of this shed were started on Oct. 2nd. The excavation, concrete piling, concrete piers, walls and filling in of site, were carried on simultaneously and finished on Nov. 4th, 1907.

The site of this shed, before being required for the laying of the foundations, was occupied by the Donaldson Line.

Shed No. 12, Jacques Cartier Pier.—The overhang on the river side of this shed was cut to allow a track being laid between the shed and the edge of the wharf.

The steel work was finished and the concrete floors of both storeys were laid. The cinder concrete roof was also finished. The wooden sliding doors were all made, but not erected.

This shed, which is about 85 per cent finished, was occupied for nearly the whole season by the Thomson and Donaldson Lines.

Shed No. 13, Jacques Cartier Pier.—The foundations of this shed were started on the 16th of July. The excavation, concrete piling, concrete piers and walls and filling were carried on simultaneously and finished Aug. 16th.

The crib wharf was anchored with steel anchor rods and the lower floor ramps were all paved with stone blocks.

The site of this shed was used, when foundations were finished, by the Thomson and Donaldson Lines.

Shed No. 14, Jacques Cartier Pier.—The foundations of this shed were started on May 29th. The excavations, concrete piling, concrete piers, walls, and filling were carried on simultaneously and finished on July 24th.

The crib wharf was anchored by anchor rods. The ramps of the lower floor were all paved with stone blocks.

The site of this shed, when foundations were finished, was occupied by the Thomson Line.

Shed No. 15, Jacques Cartier Pier.—The foundations of this shed were started on July 8th. The excavation, concrete piling, concrete piers, walls and filling were carried on simultaneously and finished on Aug. 9th. All the ramps of the lower floor were paved with stone blocks, and the crib wharf was anchored by steel anchor rods.

The site of this shed, after foundations were all finished, was used by the Allan Line.

Shore conveyor galleries Nos. 16, 17, 18 and 19, and towers A, B, C and D.—The construction of the shore conveyor galleries and towers as altered by the contract of Feb. 8th, 1907, was begun on May 16th, 1907, and the work of foundations, structural steel, concrete floors and corrugated iron siding was continued throughout the season.

Tower "C" and gallery 18, between the elevator and shed No. 7, have been completed and are now ready for the installation of Conveyor Machinery.

Tower "A" and Gallery 17, between the Elevator and Shed No. 4, have been erected and their floors laid.

The structural steel for galleries 16 and 19, and towers "B" and "D" is now being constructed at the works of the Dominion Bridge Co.

Victoria Pier Foot Bridge.—The elevated foot bridge over the Harbour railway tracks, at Victoria Pier, giving foot passengers easy access over railway tracks to the river steamers, has been under discussion for some time, and finally the City of Montreal approached the Board of Harbour Commissioners as to its construction.

The Commissioners, following out their policy of owning any structure of a permanent nature on Harbour property, decided on its construction, and passed an agreement with the City of Montreal on the 9th of May, 1906, in which it was stipulated that the Commissioners would build the Foot Bridge, and that the City of Montreal would pay a yearly rental of 5 per cent on the cost, and take this bridge down every fall and re-erect it every spring at the expense of the city.

On the 15th of June, 1906, the Commissioners made a contract with the Canadian Bridge Co. for the construction and erection of this bridge, the contract price being $8,158. It was finished in the fall, too late to be erected. In the spring of 1907, this bridge was erected and opened to traffic on the 12th of July, 1907.

It was taken down by the City of Montreal and stored along the flood wall on Nov. 21st, after having proved very satisfactory.

Dec. 7th, 1907.

MR. F. W. COWIE, Chief Engineer,
Harbour Commissioners of Montreal,
Montreal, Que.

Dear Sir,—

I am enclosing a brief description of the conveyor system, for Grain Elevator No. 1, Montreal Harbour, in accordance with your request, and trust that it will be what you desire.

Yours very truly,
(Sgd.) JOHN S. METCALF.

DESCRIPTION OF CONVEYOR SYSTEM FOR HARBOUR COMMISSIONERS OF MONTREAL.

The Harbour Commissioners of Montreal have under construction a system of belt conveyors for delivering grain from their Elevator No. 1 to vessels lying alongside of new freight sheds being constructed on King Edward and Alexandra piers and on two sections of the shore wharf. The elevator is a fire-proof structure of 1,000,000 bushels capacity, receiving grain from railroad cars, and is also equipped with a marine leg for receiving from vessels. Shipping may be done by water, rail or truck.

The new conveyor system will consist of over 6,000 lineal feet of fire-proof galleries, to contain the belt conveyors carrying the grain to the vessels. Eight towers at the junctions of the various conveyors are also a portion of the construction. The plan of handling the grain is as follows:—

Four belt conveyors will be erected inside of the elevator beneath the bins in the east portion of the building. Grain will be discharged from the bins on to these conveyors. Two conveyors will be run south from the elevator and two will be run north. It is necessary to build the galleries above the freight sheds of sufficient height, so that grain can be readily spouted into the holds of the largest ocean vessels arriving at the port of Montreal. Owing to the proximity of the sheds of the elevator, it is not possible to slope the belt conveyors directly up to the height of the galleries above the sheds, as the angle would be too steep to allow grain to be properly carried. For that reason the conveyors from either end of the elevator are first carried to a tower at the nearest corner of the adjacent freight shed, and discharge into elevator legs which raise the grain to the height of the galleries above the sheds. Each of the two above-mentioned towers is equipped with two elevator legs having the full capacity of the belt conveyors discharging into them.

From these towers grain is distributed in two directions:—

1st.—Two belts run east along the water side of the freight sheds on that side of the pier.

2nd.—Two belts run across the end of the pier to a tower at the corner of the shed on the other side of the pier. From this tower again distribution is carried in two ways:—

1st.—Along the water side of the freight sheds on that side of the pier.

2nd.—Along the water side of the freight shed on the adjacent shore wharf.

As there are two freight sheds on each of the piers, the conveyors above these sheds are divided at a point between the two, and another tower is constructed at this point containing the motors for driving the conveyors on either side of the tower.

All of the conveyor galleries are equipped with two belts each, excepting those on the sheds at the outer end of the piers and those on the sheds on the shore wharf, where but one belt is installed in each case. Provision has been made, however, for the ready installation of a second belt, should the business of the port at any future time require it. Each of the belts above the freight sheds is equipped with two trippers for taking the grain off the belt and discharging it through steel spouts into the holds of essels lying alongside the sheds.

There are berths for ten vessels alongside of the conveyor system, and four can be loaded simultaneously, as there are four belts running out of the elevator.

Each belt in the system has a carrying capacity of 15,000 bu. per hour, so that grain can be shipped to vessels at a total rate of 60,000 bu. per hour.

All machinery is driven by electric motors.

The length of the conveyor galleries exceeds that of any similar arrangement for shipping grain to vessels in any portion of the world. Five miles of rubber belt will be required in the entire equipment when all conveyors have been installed.

The freight sheds and the structures of the conveyor galleries and towers are being built by Messrs. Peter Lyall & Sons, of Montreal.

In the early summer of 1907, the Harbour Commissioners took tenders on the furnishing and installation of the machinery equipment. At that time, however, prices were at the highest point which they had reached in many years, and as the time for completing such portion of the equipment as the Commissioners wished to have ready for use on the opening of navigation in 1908 was very short, considering the large amount of work to be done, it was considered advisable to find some way by which completion in that time could be insured and by which the Commissioners could get the benefit of any reduction in prices which might occur before completion of the entire system. It was not considered that the former of these results would be accomplished with sufficient certainty if the work was left entirely in the hands of a contractor, and the latter result, saving of money by reduction in prices later, would be impossible. It was therefore decided to instruct the Metcalf Engineering Limited to carry on the work for account of the Harbour Commissioners, and only such portions of the equipment were to be ordered at once as should be necessary for the completion of that part of the system which was to be in operation by the opening of navigation in 1908. In this way, any reductions in the cost of other portions of the equipment installed somewhat later would be a saving in favour of the Harbour Commissioners. Work was therefore proceeded with in this way. Metcalf egineering Limited furnishing lists of material for immediate purchase which the Harbour Commissioners contracted for from time to time, and the installation was started by the forces of the Commissioners themselves under the supervision of Metcalf Engineering Limited, subject to the orders of Mr. F. W. Cowie, Chief Engineer. Work is now being proceeded with on this basis.

On June 1st, 1907, the galleries above freight sheds No. 2. 4, 7, 8, 9 and 10 had been practically completed as far as the structural steel work was concerned, and one of the towers on King Edward Pier was in the same condition. The floor in Gallery No. 2 had been partially completed. It was decided to endeavour to have the galleries of two of the sheds on King Edward Pier and one on Alexandra Pier completed, with machinery equipment, ready for operation at the opening of navigation in 1908, and the two remaining galleries on King Edward Pier, and the one on Shed No. 2 on the shore wharf, completed ready for operation July 15th, 1908. For this reason, beginning with June, 1907, work was pushed on such portions of the system as it was necessary to complete earliest.

By December 1st, 1907, the three galleries above mentioned with the four towers necessary for their operation and the connecting galleries to the elevator, had been almost completed as far as the structures themselves were concerned, and the installation of the machinery equipment had reached an advanced stage.

It is anticipated that the above three galleries will be ready for operation at the opening of navigation in 1908, three more with their towers by July 15th, 1908, and work will be proceeded with on the remaining four as soon as the sheds beneath them have been constructed.

The foundations for these sheds have been completed.

HARBOUR COMMISSIONERS OF MONTREAL.

GRAIN ELEVATOR NO. 1.

Montreal, Dec. 31st, 1907.

F. W. COWIE, ESQ.,
Chief Engineer,
Harbour Commissioners.

Dear Sir,—

I beg to submit for your information my report of the Harbour Commissioners' Elevator No. 1, for the season of 1907.

The following shows the quantities of grain received, delivered and on hand:—

	Bushels.
Grain in store, end 1906	23,193
Received during 1907	1,078,289
	1,101,482
Delivered during 1907	932,112
Remaining in store at end of 1907	169,370

The repairs done consisted principally of the overhauling of elevator legs, replacing buckets, babbitting boxes, painting inside spouts, structural steel work, etc., and the building is now in first-class condition.

The Elevator is of the Marine type and designed to hold about 1,000,000 bushels of grain. The bins are built in circular style with interspaces also constructed to be used for storage purposes. There are three different sizes of bins with a storage capacity of 20,000, 7,000 and 3,000 bushels each.

The maximum load carried was in 1905, and amounted to about 60 per cent. of its carrying capacity.

The whole respectfully submitted,

Yours obediently,
JERE NEHIN,

Superintendent Harbour Commissioners' Elevator No. 1.

STABILITY OF ELEVATOR.

Nov. 5th, 1907.

G. W. STEPHENS, ESQ., M.L.A.,
President, Harbour Commissioners,
Montreal.

Mr. President,—

I have the honour to report, as requested, in your letter of 9th October, 1907, on an investigation into the stability and general structure of the Harbour Commissioners' Grain Elevator No. 1.

In view of the fact that you desired a report not only based on opinions, but on comparative measurements and levels of the structures, as it exists to-day and as recorded during construction, Mr. Arthur St. Laurent, Assistant Chief Engineer of the Public Works Department, who had charge for the Government of the construction of the elevator, was requested to make an examination and report in detail.

Mr. St. Laurent has presented a report, which is herewith attached, dated October 28th, 1907, and which gives complete details of the present efficiency,

stability and manner in which the elevator stood since it was completed and placed in operation.

The Commissioners have therefore a report based on a complete knowledge of the construction of the elevator, details of measurements taken during construction and at the present time, and also the opinions of Mr. St. Laurent, which will give complete assurances as to the elevator which it is expected will be used to its full capacity in the near future.

At my request, we have received the elevation of the various points and benchmarks, which will be valuable as records for future reference.

Mr. St. Laurent's remark, that any rumours or statements that the stability of the elevator has been impaired since completion were maliciously false and without foundation in fact, is a complete summing up of his report.

The description of the piling for the foundations of the elevator shows that the load per pile is 18 tons, which is a very safe one, especially as in the new steel sheds the load per wooden pile is from 22 to 25 tons.

The fact that the footings are not independent, but all tied together transversely with re-inforced steel, gives an additional and uniform stability, and strengthens the outer row of piers, the piles in which, are nowhere nearer than 27 feet from the edge of a permanent concrete bulkhead wall.

An examination of the plans reveals in my opinion a foundation of exceptional strength and stability.

Mr. St. Laurent states that during construction, he had a set of elevations of fixed points taken. It was expected that when the elevator was subjected to a full load, a general compression would take place of from 1 inch to 1½ inches. The results of the levels taken by Mr. St. Laurent on October 22nd, 1907, after the elevator had b en in operation four years, show that the general compression was less than expected. The compression on the city side of the elevator varied at the very most from one quarter of an inch to half an inch, and the settlement on the river side of the elevator was nil.

As the settlement was nothing on the River side, where it would naturally be expected, I think the conclusions can only be most satisfactory.

Mr. St. Laurent further states that as the elevator has already been submitted to 82½ per cent of the maximum possible load, and as the bins have been filled without paying any attention to their position, in loading, the foundations of the elevator have already proved their strength. He further states that this unequal loading, before the foundations at the various points had been fully weighted, must necessarily produce some cracks.

It is further mentioned that "it is eminently satisfactory to find that the structure has stood so well under an initial unbalanced maximum load."

With regard to the cracks in the concrete, Mr. St. Laurent states that they are not so numerous as expected. Those in the curtain wall are said to have appeared in the beginning. Since the elevator has been put into operation, they have not materially increased, and probably to a great extent they are caused by shrinkage.

Mr. St. Laurent further suggests a way to cover up these cracks in the curtain wall, which I would recommend to be done next spring.

He states that his own examination of the interstice bins, about two years ago, and the further examination at the present time by a steel inspector, prove that the steel in these bins is still in the same perfect condition.

This report is a very valuable one, and I am sure the Commissioners will appreciate the full and complete examination made, and the plain, straightforward and convincing way in which the results are given.

In view of this full report, I believe it will be unnecessary for me to make any further statement than that I fully concur in Mr. St. Laurent's conclusions.

I am, sir, . Yours obediently,

F. W. COWIE, Chief Engineer.

Ottawa, Can., Oct. 28th, 1907.

F. W. COWIE, Esq.,
Chief Engineer,
Montreal Harbour Commission,
Montreal, P. Q.

Dear Sir,—

In accordance with the wishes of the Harbour Commissioners, as stated in your letter of the 16th instant, I have visited the Commissioners' grain elevator, built in 1902 and 1903 by the Steel Storage and Elevator Construction Company of Buffalo, N. Y., and beg to submit my report, in regard to its present efficiency, stability, and as to the manner in which it has stood generally since it was completed and placed in operation.

I must sincerely thank the Commissioners and yourself for the trust reposed in me, and I am pleased to be able to state most emphatically that I have found the elevator in very good condition, and that any rumours or statements that its stability was impaired since completion are maliciously false and without any foundation in fact.

ELEVATOR BUILDING.

FOUNDATIONS.

The structure below the bin floor is entirely composed of reinforced concrete resting on wooden pile foundations.

The number of piles required according to the plans was 2444, allowing a maximum load per pile of about 20 tons with full bins. The number placed in the work was 2,879, or 435 more than called for by contract. This includes 71 piles which were badly split or broken in driving, or did not come to a hard bearing, and in every case these were ordered to be replaced by the addition of extra piles at the Contractor's expense.

The number, therefore, of sound piles in the work is 2,808, the increased number over that shown in plans reducing the maximum possible load on each pile to a little less than 18 tons, a very safe allowance in hard material. The length of piles left in the work after cutting off at low water level to receive the concrete foo ing blocks varied from 18 feet to 42 feet, the shorter lengths being caused by meeting with some obstructions, probably stone or pieces of old cribs which could not be penetrated deeper.

Immediately on top of the piles after cutting off, corrugated steel bars, 2 inches square, were laid, and concrete deposited in continuous footings 5 feet thick, forming the base of the pier system supporting the whole building.

These footings are not independent, but are all tied together transversely with reinforcing steel which binds the whole mass of piles together.

These explanations are given to show that the pile foundations on which depended the stability of the structure has been done with the utmost care, and is as strong as it was possible to make it in a location where solid rock was not available.

On account of the nature of the material, and according to the general experience in buildings submitted to extreme loading, it was expected that a compression in foundations of one to one and a half inches would take place under full load, which, of course, would produce cracks, which are fully to be expected in a concrete building.

As Engineer in charge of the construction, in order that I might be able to satisfy myself as to the amount of compression which might take place, I arranged to have a net of elevations at fixed points taken for comparison later with several levels taken on same points.

In table No. 1 are given elevations deduced in July, 1904, before the building received any grain, and also the determination of the same points on October 22nd, 1907, after the house had been in operation four years.

I need not analyse these figures in detail. They plainly show that the compression during that time has been much less than expected and they are a positive and absolute proof that no undue settlement has taken place. In comparing the two columns of elevations in table No.1 taking into account, the personal factor in reading , holding the rod, etc., which allows of unavoidable slight varaitions in levelling, it can be seen that the compression in foundation has varied from nothing to 1–8 or at most 1-4 inch, which is remarkably low in this kind of structure.

No doubt, some compression took place during construction, and a set of elevations entirely independent from those given in table No. 1 are given in table No. 2, which give a very gratifying check.

Iron bolts were set into the base of some of the concrete piers, and levels taken in 1903, during construction by Mr. J. Lamoureux, Assistant Engineer on the work.

The location of these points is shown in diagram No. 1 and during my visit to Montreal, on October 22nd, 1907, I determined again these elevations, starting from the same initial point as used in the 1903 determination. The result as given in table No. 2 shows the compression to have been very slight even during construction and much less than expeeted.

The total weight on the foundations with full bins was calculated to be about 48,000 tons, the empty, building being one-half that amount or 24,000 tons. At one time the storage of grain amounted to about 65 per cent, of the total capacity of the elevator. The foundations, therefore, considered as a whole, have been submitted to 82.5 per cent. of the maximum possible load over the whole area covered by the building. This area is very large and may be considered in sections.

The Superintendent of the elevator informs me that the bins in different sections have all been filled at different times, without paying any particular attention to mode of loading. Each part, one after the other, has therefore been submitted to the extreme maximum load, and this is the most severe test a building can endure. Under these conditions the strains in foundation, which have not yet been submitted and before full compression has taken place, are unequal and bound to produce cracks.

In a letter dated June 10th, 1904 addressed to the Harbour Commissioners, in regard to the taking over of the elevator from the Contractors, I said the following in reference to the method of loading: "It is very important that the first loading be done carefully and systematically." "The distribution of grain should be gradual and uniform as much as possible, all over the area covered by the elevator, until all the bins have been practically filled, in order that the usual compression in foundations, under maximum loading takes place in an even and gradual manner."

"Otherwise, if a section of the house is fully loaded and the rest practically empty, it will create unequal compression and will produce cracks."

"When the elevator has been fully loaded in the manner suggested and that full compression has taken place, then the mode of loading may be done in the most convenient way."

Probably it was impossible to secure enough grain to carry on the full loading in the manner suggested and it is eminently satisfactory to find that the structure has stood so well under an initial unbalanced maximum loading.

CRACKS IN WALLS.

Cracks have appeared at some points in the concrete, but they are not as numerous as expected. In all buildings of this character it is impossible to prevent the cracking of some of the walls or concrete members, due to slight settlement, or shrinkage or expansion and contraction.

In the may reinforced concrete structures, which I have visited, cracks have shown, especially in elevator buildings which are submitted to extreme loads. They cannot be avoided and with the heavy steel reinforcements used in the different members, cracks do not materially affect the strength of the building as all the strains in tension are taken by the steel encased in the concrete for that purpose.

The cracks noticed in the curved curtain walls at the corners do not affect the building in any way as these curtain walls are not an essential part of the building for strength in supporting a load. As can be seen by sketch No. 2, figures 1 and 2, these curtain walls do not stop at wharf level but are carried right to the footings supported on piles and their bearing power is not impaired by whatever partial load they may have to support. These cracks appeared in the beginning; and since the elevator has been in operation they do not seem to have materially increased. Certainly they are about the same as they were two years ago. These curtain walls were moulded in one piece and it is possible that on account of their shape, the cracks which appeared are due more to shrinkage than to compression, however, probably to both causes combined.

Whatever the cause which may be assigned for their appearance, comparative elevations given, show conclusively that they are not caused by any undue settlement, and about all that is required would be that the cracks should be neatly painted for appearance sake and to keep any water or frost from getting into them and increasing their size.

I am informed that during the testing of the machinery, one of the contractor's foremen, who had been left behind to look after these tests attempted to fill these cracks with mortar. To do this he chipped off the corners on both sides in a very irregular manner and made them appear much worse than they were. Being unskilled at this kind of work the filling he put in, naturally did not hold.

A better way to fix these walls perhaps than that suggested above, would be to secure some kind of wire netting to the outside face, after picking it out as rough as possible, building a mould with close scantlings lined with galvanized sheet iron 3 or 4 inches from the face, and filling in the whole space with fine wet concrete right up to the top girder as shown by the red strip to fig 2 of sketch No. 2. Mr. McCabe would understand thoroughly how to do this work, under the best conditions, which would cost very little. It is my opinion that cracks would again probably appear, but not to such an extent and certainly would not be so unsightly

GRAIN BINS.

As there has been much discussion as to the advisability of utilizing the interspaces left between the circular bins for storage, I went down myself about two years ago into some of the interstice bins which had been most frequently used to ascertain if some of the rods had been strained or if the wall had a tendency to show buckling under grain pressure. Everything was found in the same state as when built.

During my last visit, I arranged with one of our steel inspectors to examine again such of the interstice bins which were pointed out by the superintendent as having been loaded more frequently than the others, under the most adverse conditions while some of the surrounding circular bins were empty. Everything was found to be in perfect condition.

The superintendent informs me, moreover, that the machinery is in fine shape, and by what I have seen, he certainly deserves praise and great credit for the care shown in the general management of the elevator.

Generally, in all elevator buildings, where there is such a mass of various machinery and appliances required for the rapid handling of grain, accidents or breakdowns are of frequent occurrence.

In private elevators, such breakdowns are quietly repaired and are not heard of, but in public elevators, any breakdown is at once known and thought to be unusual with deductions made that the house is inefficient.

I am glad to be able to state Mr. Nehin's experience who has had charge of operating four new elevators before he came to Montreal. He states most positively that the house in which he is now superintendent has given him the least trouble in the way of accidents and breakdowns.

MARINE TOWER DOCK.

The portion of the shore wharf immediately in front of the elevator, supporting the Marine tower, rests on crib and pile foundation. The entire front is made of close piles 14 ft. x 14 ft. square, driven practically to refusal, supporting the outside face of the dock.

The retaining walls of the shore wharf on both sides of the elevator, joining to Alexandra and to King Edward piers rests on cribs only, the same as the other shore wharves in the Harbour. During the construction of these walls and the addition of filling at the back, the cribs settled to some extent, and both ends of the marine tower dock were slightly affected, producing cracks.

This dock is not tied in any way to the elevator building and has entirely independent pile foundations.

Since completion it can be seen by the comparative elevations given in table No. 3 that the settlement, if any, is hardly perceptible and that the dock has not been disturbed.

IN FLOOR.

At the north end of the elevator, there is a small area of flooring which springs under the foot, indicating that probably the wire netting used as reinforcement is partially detached from the cinder concrete slab. Though it may stand forever like that, it might be advisable to cut out the concrete for an area of about 5 feet by 10 feet and put in a new slab, which I presume will only cost about $25.00 to $30.00. In cutting out it may be found that a much shorter slab than stated will prove sufficient.

In conclusion, regarding the stability of the elevator building, which is the main point under consideration, and basing my deductions only on my actual knowledge of the piling made in the foundations and the way this piling was put down under the supervision of most trusty and faithful inspectors, I must emphatically declare that as far as human knowledge goes, it would be beyond my comprehension if the foundation should show any sign of failing,

Of course it must also be borne in mind that slight gradual settlement which often occurs in heavy structures do not endanger their stability.

But in this buidling, the comparative figures given, show most conclusively that even the amount of usual compression is less than anticipated, and refute positively, all stories of undue settlement.

Cracks, however, in concrete buildings even with the best of artificial foundations will continue to appear, no matter what is done, under the combined influences of usual compression, shrinkage in the material itself or expansion and contraction under the extreme variations of temperature in this country. They do appear, sometimes in most unexpected places, and their appearance is hard to explain.

Heavy steel reinforcement for all vital parts is the best guarantee of safety and the present structure is heavily reinforced throughout.

I have the honor to be,

Sir,

Your obedient servant,

A. ST. LAURENT.

(The following tables, Nos. 1, 2 and 3, accompanied the above report.)

HARBOUR COMMISSIONERS' GRAIN ELEVATOR.

Comparative Levels—Table No. 1.

For location of points which are marked thus † on working floor close to each pier in Elevator refer to Diagram No. 1.

Starting point—top of flood wall, St. Sulpice Street opening—elevation 127.00.

Reference points marked thus †	Set of Elev. taken July, 1904, after completion and before receiving grain.	Set of Elev. taken Oct. 22nd, 1907.	Remarks.
Pier No. 1	119.355		
" 2	119.38	119.38	
" 3	119.38	119.37	
" 4	119.38	119.385	
" 5	119.38	119.37	
" 6	119.345	119.33	
" 7	119.355	119.35	
" 8	119.335	119.32	
" 9			No levels taken.
" 10	119.25		Original mark not found.
" 11	119.31	119.29	
" 12	119.275	119.26	
" 13	119.39	119.38	
" 14	119.36	119.364	
" 15	119.40	119.41	
" 16	119.33	119.327	
" 17	119.34	119.337	
" 18	119.37		Original mark could not be found
" 19	119.33		" " " "
" 20	119.30	119.30	
" 21	119.37	119.372	
" 22	119.36	119.362	
" 23	119.30	119.29	
" 24	119.32	119.315	
" 25	119.41	119.412	
" 26	119.30	119.295	
" 27	119.295		Original mark not found.
" 28	119.30		" " "
" 29	119.285	119.29	
" 30	119.301	19.29	
" 31	119.30	119.33	Not on original mark.
" 32	119.33	119.33	
" 33	119.355	119.35	
" 34	119.335	119.33	
" 35	119.385	119.387	
" 36	119.39	119.34	
" 37	119.335	119.33	
" 38	119.365	119.377	
" 39	119.385	119.374	
" 40	119.415	119.387	
" 41	119.335	119.387	Original mark not found. New point.
" 42	119.35	119.372	" " " "
" 43	119.345	119.357	
" 44	119.365	119.37	
" 45	119.325	119.327	

HARBOUR COMMISSIONERS' GRAIN ELEVATOR.

COMPARATIVE LEVELS—TABLE No. 2.

Top of Flood Wall 127′ 00″

Reference points iron bolts in concrete.	Elevations by Mr. Lamoureux in 1903 during construction.	Elevations on same points as determined October 22nd, 1907, or four years after.	REMARKS.
For	location of points	refer to diagram	No. 1.
A	118.595	118.57	Compression .025
B	118.63	118.61	" .02
C	118.53	118.48	" .05
D	118.72	118.675	" .45
E	118.72	118.682	" .038
G	119.55	119.545	" Nil.

HARBOUR COMMISSIONERS' GRAIN ELEVATOR.

MARINE TOWER DOCK.

COMPARATIVE LEVELS—TABLE No. 3.

Elevation Top of Flood Wall 127′ 00″

Reference Points.	Elevations taken by Mr. Lamoureux October, 1903, after completion.	Elevations determined October 23rd, 1907, or four years after.	REMARKS.
1	118.88	118.87	
2	118.95	118.925	
3	118.98	118.99	
4	118.95	118.96	
5	119.02	119.00	
6	118.89	118.85	
7	118.73	118.65	

HARBOUR DREDGING.—*Statement showing the number of days worked by each dredge and the quantity dredged at each place in the Harbour of Montreal in 1907.*

NUMBER OF DREDGE.	PLACES AT WHICH DREDGING WAS DONE.	TIME OF SERVICE.		QUANTITIES DREDGED.		CHARACTER OF MATERIAL DREDGED.
		Days.	Total.	Cubic Yards.	Total Yards.	
Spoon Dredge No. 2	Basin Sections 12S to 14S	1		300		Blasted Rock.
	" " 17 and 18	1		300		Silt and deposit
	" " 36 to 39	45½		40 075		Gravel, sand and stones
	Cribsteats Sections 36 and 37	51		33,300		" " "
	Deepening at Coal Towers	5		1, 50		Slit and deposit.
	Ship Channel, Sections 33 to 40	52		40,000		Stones, gravel, sand, hardpan, etc.
	Shoal, Sections 56 to 59	19		19,500		Gravel, sand and stones.
	Shoal, Sections 56 to 59		174½		138,825	
Spoon Dregde No. 4	Basin Sections 13N and 14N	3		1,050		Blasted Rock.
	" " 12S to 14S	93½		36,901		"
	" " 15	4		2,700		Slit and deposit.
	" " 17 nad 18	6½		4,200		"
	" " 20	2½		1,200		"
	" " 36 to 39	14		11,100		Gravel, sand and stones.
	Cribseats Sections 36 and 37	3½		1,385		Gravel, sand and stones.
	Shoal Sections 56 to 59	49		59,960		" " "
			176		118,496	
Total Harbour Dredges			350½		257,321	
Government Elevator Dredge No. 1	Ship Channel in Harbour, Sections 21 to 37	106		50,400		Boulders, stones, sand, hardpan, etc.
			106		50,400	
Grand Total.			456½		307,721	

GEO. SMART, *Accountant.*

HARBOUR DREDGING.—*Statement showing cost of Harbour Commissioners' dredging by different dredges, with their proportion of tug and scow service for* 1907.

VESSELS.	Dredge Service.	Tug Service.	Scow service and sundries.	Dredge with tug and scow service.	Time of service		Quantity dredged.	Average cost per cubic yard.		Proportion of materials dredged.	
	Cost.	Proportion of cost.	Proportion of cost.	Cost.	Days.		Cubic Yards.			Earth.	Rock.
Dredge No. 2.....	$14,188.81	12,615.96	$12,024.45	$38,829.22	174½	$222.50	138,825	$.27$^{86}_{100}$	$.10$^{82}_{100}$	100%	.....
" No. 4.....	18,195.61	12,724.41	12,127.81	43,047.83	176	244.55	118,496	.36	.10$^{18}_{100}$	69%	31%
Govt. Dredge No. 1	3,436.64	1,463.03	.....	4,899.67	.....	.....	50,400	.09$^{72}_{100}$	.....	100%	.....
Totals and averages	35,821.06	$26,803.40	$24,152.26	$86,776.72	.....	.....	307,721	.28$^{18}_{100}$	.....	.....	.....

GEO, SMART, *Accountant.*

HARBOUR DREDGING.—*Statement showing the number of days worked by each dredge, and the quantity dredged at each place in the Harbour of Montreal in 1907.*

(The quantities are cubic yards scow measurement and the cost includes everything but derrick work.)

PLACES WHERE DREDGES WORKED.	VESSELS.	TIME OF SERVICE.		QUANTITY DREDGED.		COST PER CUBIC YARD.	
		Days.	Total.	Cubic Yards.	Total Yards.	Each Dredge, Cents.	Average, Cents.
Basin, Sections 13n and 14n	Spoon Dredge No. 2	3	3	1,050	1,050	69 82–100	69 82–100
Basin, Sections 12s to 14s	Spoon Dredge No. 2	1		300		74 16–100	
" "	" " No. 4	93½		36,901		61 94–100	
			94½		37,201		62 04–100
Basin, Section 15	Spoon Dredge No. 4	4	4	2,700	2,700	36 20–100	36 20–100
Basin, Sections 17 and 18	Spoon Dredge No. 2	1		300		74·16–100	
" "	" " No. 4	6½		4,200		37 82–100	
			7½		4,500		40 24–100
Basin, Section 20	Spoon Dredge No. 4	2½	2½	1,200	1,200	50 91–100	50 91–100
Basin, Sections 36 and 37	Spoon Dredge No. 2	45½		40 075		25 27–100	
" "	" " No. 4	14		11,100		30 82–100	
			59½		51,175		26 47 100
Crib Seats, Sections 36 and 37	Spoon Dredge No. 2	51		33,300		34 08–100	
" "	" " No. 4	3½		1,385		63 34–100	
			54½		34,685		35 25–100
Dredging at Coal Towers, Section 36	Spoon Dredge No. 2	5	5	1,350	1,350	82 40–100	82 40 100
Ship Channel, Sections 33 to 40	Spoon Dredge No. 2	52	52	44,000	44,000	26 30–100	26 30–100
Shoal, Sections 56 to 59	Spoon Dredge No. 2	19		19,500		21 68–100	
" " "	" " No. 4	49		59,960		19 98–100	
			68		79,460		20 39–100

Total by Harbour Dredges			350½		257,321		31 85–100
Ship Channel, Sections 21 to 37	Govt. Dredge No. 1	106		50,400		.....	
			106		50,400		.....
Grand Totals			456½		307,721	.....	.....

GEO. SMART, *Accountant.*

HARBOUR DREDGING—*Cost of Harbour Dredging Fleet in* 1907.

(Including all charges for Tug, Scow and Derrick Service—Credits for work done outside of regular dredging not included).

NUMBER OF DREDGE	Days Service of Dredge.	COST OF DREDGES		COST OF TUGS		COST OF SCOWS, ETC.		Cost of Dredge per day including Scow and Tug Service.	
		Per day of Dredge	Total	Per day of Dredge	Total	Per day of Dredge	Total	Per day	Total Cost
Spoon Dredge No. 2	174½	$81.31	$14,188.81	$72.30	$12,615.96	$68.90	$12,024.45	$222.52	$38,829.22
" No. 4	176	103.38	18,195.61	72.30	12,724.41	68.90	12,127.81	244.55	43,047.83
Total for Dredges	350½	$92.39	32,384.42	$72.30	$25,340.37	$68.90	$24,152.26	$233.60	$81,877.05
Floating Derricks, employed in handling materials dredged									30,734.61
Total for Regular Harbour Fleet									$112,611.66
Government Elevator Dredge No. 1 (Cost of Fuel and Sundry Repairs)									3,436.64
" Tug "Portneuf" " "									1,463.03
Grand Total									$117,511.33

GEO. SMART, *Accountant.*

HARBOUR DREDGING.—*Statement showing particulars of cost of working the different vessels employed in Harbour dredging in* 1907.

VESSELS.	Repairs and Mainten-ance.	Fuel	Wages of Crews	Proportion of salaries of staff.	Cost	Less Credits	Net Cost	Total Cost	Days of Service	Cost per day
Dipper Dredge No. 2	$7,264.40	$1,897.50	$4,941.18	$445.73	$14,548.81	$360.00	$14,188.81	.....	174½	$81.31
" " No. 4	$11,051.17	1,830.00	5,041.95	572.49	18,495.61	300.00	18,195.61	.....	176	103.38
Dipper Dredges—Totals	$ 18,315.57	$ 3,727.50	$9,983.13	$1,018.22	$33,044.42	$660.00	.....	$32,384.42	350½	$92.39
Floating Derrick No. 1	$1,262.93	1,181.25	3,720.21	202.06	6,366.45	80.00	6,286.45	.....	180½	34.82
" " No. 3	3,493.91	412.50	1,366.01	171.45	5,443.87	405.00	5,038.87	.....	50	107.77
" " No. 4	1,868.63	927.50	3,044.57	190.81	6,031.51	1,080.00	4,951.51	.....	120	41.26
" " No. 5	2,193.59	847.50	3,408.47	211.54	6,661.10	540.00	6,121.10	.....	145½	42.07
" " No. 6	3,691.13	1,031.25	3,736.03	278.27	8,736.68	400.00	8,336.68	.....	149	55.95
Floating Derricks—Totals	12,510.19	4,400.00	15275.29	1,054.13	33,239.61	2,505.00	.....	30,734.61	645	47.65
Tug Alphonse Racine	2,440.42	2,246.25	3,139.38	260.05	8,086.10	.....	8,086.10	.....	200	40.43
" Robert Mackay	2,726.35	2,613.75	3,073.04	279.55	8,692.69	120.00	8,572.69	.....	197	43.51
" Aberdeen	1,327.29	2,906.25	3,160.32	245.69	7,639.55	120.00	7,519.55	.....	197	38.17
" Courier	681.91	277.50	1,287.99	74.63	2,322.03	1,160.00	1,162.03	.....	91	12.77
Tugs —Totals	7,175.97	8,043.75	10,660.73	859.92	26,740.37	1,400.00	.....	25,340.37	685	36.99
Scows and Sundry Plant	$24,029.94	.....	.....	302.32	24,332.26	180.00	.....	$24,152.26	.....	.....
Government Dredge No. 1	172.31	3,153.75	.....	110.58	3,436.64	.....	.....	3,436.64	.....	.....
" Tug Portneuf	6.00	1,410.00	.....	47.03	1,463.03	.....	.....	1,463.03	.....	.....
Grand Totals	$62,209.98	$20,735.00	$35,919.15	$3,392.20	$122,256.33	$4,745.00	.....	$117,511.33	.....	.....
Tug St. Peter, employed at Fire Protection service	$1,328.43	$1,650.00	$4340.75	$243.22	$7,562.40	.....	.....	$7,562.40	200	$37.81

GEO. SMART, *Accountant.*

HARBOUR DREDGING.—*Portion of Cost in* 1907 *Charged to Dredging Account.*

PLACE WHERE DREDGED.	PLACE WHERE DEPOSITED.	AMOUNT TO DREDGING ACCOUNT.	TOTAL
Basin Sections 12s to 14s	Crib seats, Section 35	$8,030.68	
	Sheds, Sections 14, 17 and 18	4,861.52	
	Filling Wharf at Shop	218.61	
	Wharf Repairs, Section 23	437.22	
			$13,548.03
Basin Sections 13 and 14	Sheds, Sections 14, 17 and 18	423.45	
			423.45
Basin Section 15	" "	634.90	
			634.90
Basin Sections 17 and 18	" "	1,149.07	
			1,149.07
Basin Section 20	Crib seats, Section 35	370.44	
			370.44
Basin Sections 36 and 37	" "	9,531.06	
			$9,531.06
Wharf crib seats, Section 37	Breakwater, Section 35	3,177.49	
	Railway Embankment, Sections 55 to 60	4,489.45	
	Telephone Station, Section 75	249.30	
	Mackay Pier (Guard Pier)	69.12	
			7,985.36
Coal Towers, Section 36	Spoil Bank, Sections 55 to 60	629.30	
			629.30
Ship Channel, Sections 33 to 40	Crib seats, Sections 35 and 36	3,914.28	
	Breakwater, Section 35	2,357.14	
	Spoil Bank, Section 47	742.55	
	" Sections 55 to 60	74.26	
	Railway Embankment, Sections 55 to 60	105.64	
			7,193.87
Shoal Sections 56 to 59	Breakwater, Sections 35 and 36	57.10	
	Spoil Bank, Section 47	1,980.73	
	Spoil Bank, Section 55 to 60	2,109.07	
	Railway Embankment, Sections 55 to 60	8,218.64	
			12,365.54
	Total by Harbour Dredges		53,831.02
Ship Channel in Current, by Government Dredge No. 1	Filling behind Cribs, Sections 35 and 36	277.02	
	Spoil Bank, Sections 63 and 64	2,172.81	
			2,449.83
Grand Total charged to Dredging Account			56,280.85

GEO. SMART, *Accountant.*

HARBOUR DREDGING.—*Cost of Portion of Material charged to Place where the dredgings were used in* 1907.

(Half cost of Dredging and handling by derricks charged to dredging account, as per accompanying Statement).

PLACE WHERE DEPOSITED.	PLACE WHERE DREDGED	QUANTITY DEPOSITED		HALF COST CHARGED TO DEPOSITING
		CUBIC YARDS	TOTAL YARDS	
Filling Cribs Section 35	Basin, Sections 12s and 14s	22,051		
	Basin, Section 20	1,200		
	Basin, Sections 36 and 39	51,175		
	Ship Channel	21,106		
			95,532	$21,846.46
Breakwater Sections 35–6	Cribseats, Sections 36 and 37	13,800		
	Ship Channel	17,925		
	Shoal, Sections 56 and 59	560		
			32,285	5,591.74
Spoil Bank Section 47	Ship Channel	4,000		
	Shoal, Sections 56 to 59	12,700		
			16,700	2,723.29
Spoil Bank Sections 55 and 60	Coal, Towers Section 36	1,350		
	Ship Channel	400		
	Shoal, Sections 56 and 59	13,522		
	Wharf Scow	3,703		
			18,975	3,213.58
Ry. Embankment Section 37	Cribseats, Sections 36 and 37	19,503		
	Ship Channel	569		
	Shoal, Sections 56 and 59	52,678		
			72,750	12,813.73
New Steel Sheds	Basin, Sections 14 and 13	1,050		
	Basin, Sections 12s and 14s	13,350		
	Basin, Section 15	2,700		
	Basin, Sections 17 and 18	4,500		
	Bickerdike Pier (Rehandled)	21,075		
			2,675	1,617.59
Wharf at Machine Shop	Basin, Sections 12s and 14s	600		
			600	218.61
Mackay Pier	Cribseats, Sections 36 and 37	300		
			300	69.12
Harbour Repairs	Basin, Sections 12s and 14s	1,200		
			1,200	437.22
Signal Service	Cribseats, Sections 36 and 37	1,082		
			1,082	249.30

Totals by Derricks and dump scows	From:—			
	Harbour Dredging	257,321		
	From Wharf Scow	3,703		
	Bickerdike Pier	21,075		
			282,099	$58,780.64
	From Dredge No. 1			
Cribwork Sections 35 and 37	Ship Channel	5,700		
Spoil Bank Sections 63-4 from Dump scows	"	44,700		
			50,400	2,449.84
	Grand Totals		332,499	$61,230.48

NOTE:—Of the above quantity 68,885 cubic yards was deposited from dump scows and 263,614 by floating derricks.

GEO. SMART, *Accountant.*

HARBOUR DREDGING.—*Comparative cost from* 1875 *to* 1907, *inclusive.* (*The quantities are scow measurement, and the cost includes handling by floating derricks.*)

Interest and depreciation are not included in cost as given here. Includes depreciation and every expense except interest.

YEARS.	CUBIC YARDS DREDGED.	TOTAL COST DOLLARS.	COST PER CUBIC YD. CENTS.	KIND OF DREDGES EMPLOYED.
1875	151,719	68,979	45	
1876	156,082	55,462	35 $\frac{501}{1000}$	
1877	173,499	45,103	26	
1878	211,731	48,748	23	
1879	189,609	41,006	21 $\frac{63}{100}$	
1880	186,430	46,914	25 $\frac{16}{100}$	
1881	170,764	54,128	31 $\frac{69}{100}$	
1882	187,339	53,598	28 $\frac{69}{100}$	Spoon dredges and stone-lifters.
	9,429	13,254	$1.40 $\frac{59}{100}$	Elevator dredges.
	196,768	66,852	33 $\frac{96}{100}$	Totals and average.
1883	36,358	17,956	49 $\frac{38}{100}$	Spoon dredges and stone-lifters.
	6,990	19,385	$2.77 $\frac{18}{100}$	Elevator dredges-lifting rock and boulders and clearing up.
	43,348	37,341	86 $\frac{14}{100}$	Totals and average.
1884	125,648	49,468	39 $\frac{37}{100}$	Spoon dredges and stone-lifters.
1885	69,494	28,563	41 $\frac{10}{100}$	" " "
1886	57,728	25,772	44	" " "
1887	36,993	23,259	62	" " "
1888	73,150	36,690	50 $\frac{16}{100}$	" " "
	2,077	1,333	64 $\frac{15}{100}$	Elevator dredges.
	75,227	38,023	50 $\frac{54}{100}$	Totals and average.
1889	205,283	54,574	26 $\frac{58}{100}$	Spoon dredges and stone-lifter.
	9,420	2,996	31 $\frac{80}{100}$	Elevator dredge.
	214,703	57,570	26 $\frac{81}{100}$	Totals and average.
1890	186,670	53,674	28 $\frac{60}{100}$	Spoon dredges and stone-lifter.
1891	259,267	49,571	19 $\frac{12}{100}$	Spoon dredges.
	43,290	14,232	32 $\frac{87}{100}$	Elevator dredge.
	302,557	63,803	21 $\frac{08}{100}$	Totals and average.
1892	361,947	93,595	25 $\frac{85}{100}$	Spoon dredges.
1893	235,280	93,050	39 $\frac{55}{100}$	" "
1894	312,430	98,858	31 $\frac{64}{100}$	" "
1895	496,528	99,400	20 $\frac{02}{100}$	" "
1896	401,938	103,317	25 $\frac{70}{100}$	" "
1897	284,844	68,211	23 $\frac{95}{100}$	" "
1898	456,458	61,012	13 $\frac{37}{100}$	" "
1899	963,131	100,163	10 $\frac{77}{100}$	" "
1900	1,323,871	163,541	12 $\frac{35}{100}$	" "
1901	1,359,221	190,242	14	" "
1902	1,179,726	217,986	18 $\frac{48}{100}$	" "
1903	854,510	226,736	26 $\frac{53}{100}$	" "
1904	810,723	247,914	30 $\frac{58}{100}$	" "
1905	324,187	141,059	43 $\frac{51}{100}$	" "
1906	246,525	113,749	45 $\frac{94}{100}$	" "
1907	257,321	112,611	43 $\frac{76}{100}$	" "

GEO. SMART, *Accountant.*

SESSIONAL PAPER No. 23.

STATEMENT *showing expenditures by the Engineering Dept. for the year ended* 31*st December*, 1907.

EXPENDITURE ON CAPITAL ACCOUNT.

New Steel Sheds, Sections 12 to 18.
P. Lyall & Sons:—

January Estimates, for month of			December,	1906.....	$ 6,106.11
February	"	"	January,	1907.....	27,939.81
March	"	"	February,	"	28,416.56
April	"	"	March,	"	46,439.95
May	"	"	April,	"	276,842.96
June	"	"	May,	"	63,142.95
July	"	"	June,	"	65,048.89
August	"	"	July,	"	124,888.77
September	"	"	August,	"	74,307.38
October	"	"	September,	"	170,818.17
November	"	"	October,	"	191,622.22
December	"	"	November,	"	147,232.80

Total paid to Messrs. P. Lyall & Sons.....	$1,222,806.57	
General Charges during the year, for salaries, filling material and various materials.....	46,797.39	
	$1,269,603.96	
Deduct, scoria blocks provided for paving sheds, used for paving wharves in 1907.....	47,529.00	
	$1,222,074.96	
Add interest on construction expenditure, charged by Secretary Treasurer in 1907.....	55,401.20	
Total Expenditure on sheds in 1907.....		$1,277,476.16
Elevator Conveyor Equipment.....		40,273.60
Grain Elevator No. 1.....		2,180.00
Harbour Improvements, paving of wharves, dredging, blasting, etc		167,679.37
Harbour Railway, new work and improvements.....		48,098.43
Railway Embankment, Sections 55 to 60.....		14,047.40
Windmill Point Wharf.....		4,199.59
New Concrete Wharf, Sections 35 to 37.....		120,405.19
Spoil Bank, Sections 47 to 60.....		8,109.69
Harbour Dredging, portion charged to deepening	10,530.80	
Ship Channel Dredging, " "	9,643.70	
Dredging Shoal, Sec. 56, 59 " "	12,365.54	
		32,540.04
Laporte Bridge, Victoria Pier.....		8,404.44
Plant Account, new work in 1907.....	30,169.87	
Less written off for depreciation.....	8,450.00	
		21,719.87
Mackay Pier (Guard Pier), filling material.....		69.12
Harbour of Montreal.....		143.37
Dry Dock, drafting plans.....		176.00
Dominion Coal Tracks, Section 36.....		187.64
Total Expenditure on Capital Account.....		$1,745,709.91

EXPENDITURE ON MAINTENANCE ACCOUNT.

Harbour repairs and maintenance of tracks.....	$124,804.51	
Electric lighting of wharves.....	7,597.68	
Harbour Surveys.....	1,382.97	
Buoys and Beacons.....	388.21	
Total Expenditure on Maintenance Account.....		134,173.37
Total Expenditure by Engineering Department in 1907.....		$1,879,883.28

GEO. SMART, *Accountant.*

LIST OF HARBOUR COMMISSIONERS' DREDGING PLANT, 1907.

DESCRIPTION OF VESSEL.	HULL. Length.	Breadth.	Depth.	When Built.	ENGINES. Kind of Engine.	No. of cylinders.	Dia. of cylinders.	Length of Stroke.	Pressure of Steam.	Depth to which Dredge can work.	Capacity of bucket.	REMARKS
DREDGES.	Ft. in. over all	Ft. in. Beam.	Ft. in. over all				Inches.	Inches.		C yds.		
Boom Spoon Dredge No. 2	90.0	36.0	10.3	1892	Horizontal non-condensing	2	16	18	128	7	40	Wooden hull.
" " " No. 4	90.0	36.0	10.9	1900		2	16	18	140	7	40	Steel hull.
DERRICKS.												
Clam Shell Derrick, No. 1	76.0	27.6	8.0	1899	Horizontal non-condensing.	2	12	14	110	....	....	Wooden hull.
" " " No. 3	76.0	27.6	8.0	1900		2	12	14	110	....	....	" "
" " " No. 4	75.0	26.10	7.6	1892		2	12	14	110	....	....	" "
" " " No. 5	75.0	26.10	7.6	1892		2	12	14	110	....	....	" "
" " " No. 6	75.0	26.10	7.6	1892		2	21	14	110	....	....	" "
DRILLING AND BLASTING BOAT	80.0	27.0	5.6 Hold.	1895					100	....	....	Three 5 in. steam drills
TUG BOATS.												Rebuilt
Tug St. Peter	74.8	16.1	8.6	1875	Vertical non-condensing	1	20	22	135	....	....	Wooden hull. 1903
" Courier	36.9	9.3	6.2	1900		1	10	12	125	....	....	Composite hull.
" Aberdeen	79.3	18.3	9.0	1895		1	16	24	125	....	....	Steel hull.
						1	32					
" Robt. Mackay	81.9	17.6	10.0	1899	Vertical condensing.	1	16	24	140	....	....	" "
" Alphonse Racine	90.0	18.6	12.1	1905		1	32			....	....	
						1	16	24	150	....	....	" "
			Overall			1	32					
TESTING BOAT	73.3	14.0	3.1	1897						....	....	Two wooden scows braced 16 ft. apart.
	73.3	14.0	3.1									
Scows.					Capacity.							
1 Flat deck Scow No. 17	75.0	20.2	6.0	1876	67½ cubic yds.					....	....	All wood.
1 " " No. 18	75.4	20.4	6.3	1876	67½ "					....	....	"
1 " " No. 19	75.6	20.3	6.5	1878	67½ "					....	....	"
1 " " No. 20	75.6	20.3	6.3	1878	67½ "					....	....	"
2 " " Nos. 21 & 22	85.0	25.0	7.5	1891	150 "					....	....	"
2 " " Nos. 23 & 24	85.0	25.0	6.9	1891	150 "					....	....	"
5 " " Nos. 25 to 29	85.0	25.0	6.9	1892	150 "					....	....	"
5 " " Nos. 31 to 35	85.0	25.0	6.9	1893	150 "					....	....	"
2 Dump Scows Nos. 36 & 37	106.0	26.10	9.6	1899	200 "					....	....	"
1 " " No. 38	106.0	26.10	9.6	1900	200 "					....	....	"
2 Flat Deck Nos. 39 & 40	85.0	25.0	6.9	1903	150 "					....	....	"
2 " " Nos. 41 & 42	87.0	25.0	7.6	1904	150 "					....	....	"

GEO. SMART, *Accountant.*

APPENDIX 2.

REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE YEAR ENDING DECEMBER 31, 1907.

To the Honourable,
L. P. BRODEUR, M. P.,
Minister of Marine and Fisheries, etc.,
OTTAWA

Sir;—

In compliance with the requirements of the Quebec Harbour Commissioners Act 1899, I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1907.

CHIEF ENGINEER'S REPORT.

The annexed report (Marked A) from the Chief Engineer, Mr. St. Geo. Boswell gives information in regard to all matters coming under his care in connection with the Commissioners properties, the various additions and repairs made to them, and the work of strengthening and deepening the Dock Wall under contract with Messrs. M. P. & J. T. Davis.

WHARFINGER'S REPORT.

The annexed report (Marked B) from the Wharfinger, Mr. P. Flynn gives the usual information in regard to the traffic in the Louise Docks during the year 1907.

HARBOUR MASTER'S REPORT.

The annexed report (Marked C.) from the Harbour Master, Mr. J. C. Sullivan, gives information in regard to the opening and closing of navigation, formation of ice etc.

PREMISES LEASED.

Renewals for one year of premises leased have been granted to Messrs. E. M. Lennon & Co., Whitehead & Turner, T. Davidson & Co., Madden & Co., Canadian Import Co., Canadian Pacific Railway Co., Nerée Gilbert, Julien Lapointe, Quebec Coal Co., Jos. Gingras, J. S. Thom and, J. B. E. Letellier. Atkinson's wharf front was rented to Mr. Henri Menier and store No. 6, East India Wharf to Mr. J. J. Murphy.

REPAIRS TO PROPERTIES.

Careful attention has been paid to the various properties of the Commissioners to maintain and bring them up to a first-class condition.

STRENGTHENING AND DEEPENING.
DOCK WALLS.

A supplementary contract for the balance of the work in the Outer Basin, involving an expenditure of about $200,000.00 has been entered into with Messrs. M. P. & J. T. Davis and good progress with this contract has been made during the year 1907. It is expected that this work will be completed in 1908 and thus the whole of the Dock frontage will be available for the trade of the Port for the season of 1909.

SECURING CROSS WALL.

This work which the Commissioners carry on by day's work during the winter months is progressing steadily, and it is hoped that it will be completed during the winter of 1908.

GRAVING DOCK ACCOMMODATION.

The Commissioners have continued pressing on the attention of the Dominion Government the necessity of providing increased Graving Dock accommodation in the Harbour of Quebec, capable of meeting the present and future requirement of the St. Lawrence trade.

On this subject the Commissioners have forwarded to the Honourable, the acting Minister of Public Works and the other members of the Federal Government, a resolution urging the immediate construction of such a Graving Dock, and that as it would be national in its character serving the whole shipping trade of the Dominion of Canada, it should be of the largest dimensions with an entrance of 100 feet, which would give the necessary accommodation to Steamships now and in the future using the St. Lawrence.

Since this resolution was forwarded, the Commissioners have kept the urgency of this matter before the Government, and trust to hear of immediate and favourable action being taken.

HARBOUR IMPROVEMENTS.

For the purpose of providing improvements and equipment required in the Harbour, the Commissioners have been authorized by the Act 6-7 Edward VII, Chapter 36 to borrow and issue Bonds for the sum of $800,000.00.

BREAKWATER EXTENSION.

At the instance of the Commissioners the Dominion Government added 200 feet to their breakwater extension-shed. This addition will allow three of the largest steamers berthing at the breakwater and extension at the same time, and will greatly facilitate the trade of the port. Under letter from Department of Public Works of date Nov. 14th, the Commissioners were appointed as the Department's agent for the management of the breakwater extension and shed.

BY-LAWS.

By-Laws amending the Louise Docks railway regulations, and as to the passage of vessels from and into the Inner Basin were passed on the 11th of July, and forwarded to the Department of Marine and Fisheries for the approval of His Excellency the Governor-General-in-Council.

ELEVATOR AND BRICK BUILDING.

The Grain Elevator and Brick Building on the Embankment, the property of the Quebec Terminal Co., have been purchased from them by the Commissioners.

POLICE PROTECTION AT DOCKS.

The Commissioners are very pleased to note that their urgent representations have been attended to, and that police protection is now supplied at the docks.

One of the Commissoiners' buildings at the Cross Wall has been fitted up by them as a police station. A detail of constables is now stationed there, thus giving at all times, much needed police protection there, to the shipping and travelling public.

COLD STORAGE PLANT.

The balance of $20,000.00 to the Quebec Cold Storage Co., on the purchase of their plant and buildings fell due and was paid by the Commissioners on the 1st June last.

ELECTION BY THE SHIPPING INTEREST AND BOARD OF TRADE.

At the meeting held on the 8th of August, a letter was received from the Secretary of the Board of Trade, Quebec, notifying that Mr. Geo. Tanguay, M. P. P., had been re-elected as the Board's representative on the Commission for the ensuing term of three years, and at same meeting notifications of the re-election of Mr. Et. Dussault as the representative of the Board of Trade of Levis and of the election of Messrs Felix Carbray and William M. Dobell, as representatives of the Shipping Interest were received.

CHANGES IN PERSONNEL OF THE COMMISSION.

Mr. Roger LaRue was appointed by the Dominion Government to the vacancy on the Board caused by the death of the late Mr. N. Rioux and Mr. John S. Thom was appointed by the same authority to fill the vacancy caused by the resignation of Mr. Harold Kennedy.

The Commissioners desire here to express their sense of the valuable services rendered to the Board and to the shipping interests of the port by Mr. Kennedy during his long term of office.

DEATHS OF MR. RIOUX AND MR. FELIX CARBRAY

The Commissioners have to record with feelings of the profoundest regret the death during the year of two of their oldest and most esteemed members, the late Mr. N. Rioux who passed away on the 1st January 1907, and the late Mr. Felix Carbray on the 20th of December.

During their long term of office these gentlemen, by their intimate knowledge with all matters connected with the shipping and commercial interests of this Port, had rendered the Commissioners and the Community at large, most valuable services, and their personal characters have endeared them to their colleagues on the Board.

EXPENDITURE ON CAPITAL ACCOUNT.

The expenditure on Capital Account during the year has been $145,766.93.

Particulars of this expenditure will be found in a statement accompanying this report.

The Commissioners have received advances of $117,080.75 from the Dominion Government during 1907 in connection with the work of deepening and strengthening the Dock Walls.

REVENUE AND EXPENDITURE.

The revenue of the Commissioners for the year 1907 has been $106,623.19, an increase of $5,723.57, over that of 1906, and the expenditure $87,369.38, leaving a surplus of $19,253.81 over the working expenses and interest on $350,000.00 of first preference bonds.

ACTING CHAIRMAN.

During the absence in Europe of the chairman, Mr. J. B. Laliberté, Mr. William M. Macpherson was the presiding officer, having been unanimously elected by the Board as acting chairman.

ICE CUTTING.

During the winter of 1906-07, 80, 925 blocks of ice have been cut for local use. Care has been taken that all this ice cut for domestic purposes is perfectly pure and taken from localities in the Harbour that have been selected, after an anaylsis of the ice had been made.

To this report are annexed the various statements conveying the information yearly forwarded to your Department, in connection with the Harbour, as also a complete statement of the Commissioners accounts for the year.

I have the honour to be, Sir,

Your most obedient servant,

JAS. WOODS,

Secretary-Treasurer.

A.

HARBOUR ENGINEER'S OFFICE.

QUEBEC, January 2nd., 1908.

JAMES WOODS, ESQ.,
Secretary-Treasurer
Harbour Commission.

Sir,—

I have the honour to submit herewith the following, with reference to the various works in connection with the maintenance and improvement of the Harbour accommodation, carried out by this Department during the past year.

CONTRACT WORK.

The new cribwork Quay Front, to the Louise embankment in the Wet Dock, has been completed, with the exception of a portion of the back filling and some minor work, such as deck planking, mooring posts, fenders, etc. In the Tidal Harbour five substructure cribwork blocks have been sunk in position, along the Embankment Quay Front, making a finished length of foundation in the Tidal Harbour of 810 feet.

Of the above length of 810 feet, 324 feet form part of the contract of July 26th, 1905, and the balance, 486 feet, part of the contract of March 26th, 1907, between the Harbour Commissioners and Messrs M. P. & J. T. Davis.

CROSSWALL STRENGTHENING.

This work was continued during the winter of 1906-07, when 42 tie rods were placed in position, making, with the 14 placed in position the previous winter, a total of 56 rods now completed. It is expected that the balance of these tie rods will be put in place this coming winter.

GENERAL WORK.

In order to restore the Embankment carriage roadway to its original width opposite the Immigration building, which it has been found necessary to do, owing to the increase of vehicular traffic, it has been decided to have the baggage platform now situated thereon, removed; consequently a new and more commodious platform, measuring 300 feet in length by 30 feet in width, has been erected just east of the United States building. The old baggage platform will be removed and the new platform put in use as soon as the necessary railway connections have been completed. A part of these Railway connections has been laid down, but has not been completed, pending the removal of some of the out-buildings connected with the Immigration building.

A railway line running parallel to the main line has been partly completed; this line is required in order to relieve the main line of a part of the freight traffic, and will, when finished, connect with the sidings serving the various freight sheds and berths in the Tidal Harbour and Wet Dock. To make room for this track, the wing of the brick flour store was taken down, and the railway car weigh-house removed to a site south of its former one.

Partial repairs have been made to the Tidal Harbour face of the breakwater, and to the northern cribwork.

Tenders for the timber and deals, required for the work of putting the northern cribwork into a good state of repair, have been called for, so that this work can be undertaken next season.

The range light at the north east corner of the breakwater has been placed on the new metallic tower, referred to as under construction, in last year's report, the old tower has been removed, and the railway tracks, along the river front of the breakwater and extension connected together.

The Bridge Engineer's dwelling, situated at the north end of Dalhousie street, has been rebuilt and enlarged, and the adjoining store repaired. Customs bond rooms have been placed in the Freight Sheds Nos. 18-19 and 20.

A receiving shed has been erected in connection with the cold store, and a freezing room installed in the main building where the temperature can be maintained at zero.

The store room, on the ground flat of the building No. 10 has been newly floored and is now used as a landing shed for the S. S. Savoy.

A police station has been fitted up in the building at the Southern end of the Cross Wall, known as Fraser's and has been occupied by the City Police since the latter part of June last.

The usual repairs and renewals, required to keep them in good order, have been made to the railway lines, roadways, buildings, and wharves of the Commission.

The Cross Wall draw bridge was operated for the first time, the past season, on the 16th of April, and for the last time on the 6th. of December.

The water was retained in the Wet Dock for the first time on April 27th., and for the last time on December 5th., on which date the gates were allowed to remain open, and were secured for the winter.

I have the honour to be, Sir,

Yours obedient servant,

ST. GEO. BOSWELL,

Chief Engineer.

B.

QUEBEC, January 2nd, 1908.

JAMES WOODS, ESQ.,
Secretary Treasurer,
Quebec Harbour Commissioners,
Quebec.

Dear Sir,—

I have the honour to submit the following with reference to the traffic of the St. Charles Docks and wharves, showing the number of vessels, their registered tonnage, amount and description of cargo landed and shipped from these Docks during season of 1907.

INWARDS—235 Vessels, 1,009,229 tons register.

44,627	tons	general cargo.
2,274	"	Cement.
5,730	"	Salt.
640	"	Grain.
3,036	"	Molasses
1,250	"	Sugar.
1,319	"	Earthenware
3,816	"	Bricks
117,627	"	Coal (Bituminous)
2,888	"	Coal (in bags)
734	"	Coke.

SESSIONAL PAPER No. 23.

OUTWARDS—67 Vessels, 249,030 tons register.
19,169 tons general cargo
4,693 " pulp and paper.
1,822 " asbestos.
350 " oil.
11,275 " P. S. lumber.
3,922 " P. S. timber.

PROPELLERS AND BARGES.

Landed 21,002 tons Bituminous Coal.
" 25,632 " Anthracite Coal.

LOWER PORT STEAMERS.

Landed 523 tons general cargo.
Shipped 1,493 " " "

GRAIN LANDED BY PROPELLERS ANB BARGES.

199,572 bushels corn.
177,884 " oats.

TIES LANDED BY SCHOONERS AND BATEAUX.

151,430 ties were landed during the season.

VESSELS IN DISTRESS USING THE DOCKS.

S. S. "DEVONA," on passage from Montreal to London was damaged by ice, returned to Quebec and moored in the Louise Basin, discharged a part of her cargo after which she received temporary repairs, reloaded and proceeded to sea.

S.S. "CHS. KNUDSEN" on her last trip down went ashore at the Brandy Pots, had to come back and came into Louise Basin where she received temporary repairs, and then proceeded to New York for a general repair.

During the past season the different, ocean mail steamers landed 14,600 passengers at the Immigration Station, Louise Docks, who were forwarded to their future homes by the different Railway Companies. No record has been kept of Cabin passengers.

There are wintering in the Louise Docks, lumber, coal, railway ties, timber, etc., etc.

During the year, spaces were rented at low rates for storage of coal landed and removed from the water front.

The surface traffic has required the employment of 13,050 cars, being an increase of 4,831 cars over last year.

There are stored in the different freight sheds, salt, cement, etc., etc.,which the owners are obliged to remove before the opening of navigation, VIZ:—

450 tons of Cement.
1,116 " Coal
732 " Salt.
358 " Bricks.
325 Square of lumber.

Dominion Coal Co., have 700 tons coal stored on space rented to them, and the Nova Scotia Steel and Coal Co., 8,000 tons coal on their space.

The Docks are occupied during the winter by a large number of vessels of various tonnages where they find safe quarters until the opening of navigation.

I have the honour to be Sir,

Your most obedient servant,

P. FLYNN,
Wharfinger.

C.

QUEBEC, January, 2nd, 1908.

JAMES WOODS, ESQ.,
Secretary-Treasurer,
Quebec Harbour Commissioners,
Quebec.

Sir,—

I have the honour to submit the following with reference to the harbour, for the year 1907.

Navigation was open in the harbour all winter.

Tugs were working in the Louise Docks up to the 8th December.

Several small sailing craft arrived from lower St. Lawrence on the 2nd or April.

Schooner J. E. W. H. Heppell with passengers etc., arrived from the Lower St. Lawrence on the 4th of April.

Schooners and other sailing craft left for the Lower St. Lawrence on the 7th of April.

S.S. King Edward, first outward steamer with passengers and freight, left the Harbour for the North Shore of the Gulf of St. Lawrence on the 7th of April.

The Ice bridge connecting the Island of Orleans with the North Shore broke up on the 11th of April.

S. S. Druid and S. S. Lord Strathcona came out of the Levis Graving Dock on the 11th of April.

S. S. King Edward, first passenger and freight steamer, from the lower St. Lawrence, arrived in the harbour on the 15th of April.

The ice in the tidal harbour broke up on the 15th of April.

The St. Charles Ice bridge broke up on the 18th of April.

The ice in the Wet Dock broke up on the 22nd of April.

S. S. Savoy, left the harbour for the Island of Anticosti, Gulf St. Lawrence with passengers and freight on the 18th of April and returned on the 23rd of April.

Government tender S. S. Challenger left for Grosse Isle Station on the 24th of April.

S.S. Marine, first ocean steamer with general cargo arrived in the Harbour on the 26th of April.

S.S. Fornebo, first steamer with coal cargo arrived in the harbour on the 1st of May.

The Allan Line S.S. Ionian, first passenger steamer from sea arrived on the 4th of May.

Navigation between Quebec and Montreal was open on the 2nd of May.

All pontoons were placed in the harbour on the 3rd., of May.

First passenger steamer of the Richelieu & Ontario Navigation Company from Montreal S. S. St. Irenée arrived in the harbour on the 4th of May, and made her return trip on the same evening.

The first Royal Mail and passenger steamer, Allan line S. S. Virginian arrived in the harbour with passengers and mails on the 6th of May.

First Richelieu & Ontario Navigation Co., S. S. Chicoutimi left the harbour for the Saguenay on the 11th of May and made her return trip on the 13th of May.

During the past season seven warships arrived and anchored in the Harbour viz;—H.M.S. "Good Hope" "Hampshire" "Argyle" "Roxburgh" Italian "Verese" German "Bremen" and American training ship "Cordoral".

No ballast was discharged in the harbour during the past season.

In addition to the routine work of the harbour and the office four hundred and seventy ocean sea-going vessels have been berthed in the Louise Docks, Breakwater and Point-à-Carcy wharves.

This does not include a large number of steam barges schooners etc., etc.

The last passenger steamer of the Richelieu & Ontario Navigation Co., for the Saguenay, S.S. Tadousac with passengers and freight, left on the 16th of November, and returned on the 18th of November.

The last passenger and Mail Steamer S. S. Lake Eric left on the 25th of November for the sea.

Last Richelieu & Ontario Navigation Company S. S. St. Irenée with passengers and freight left the harbour for Montreal on the 27th of November.

Last Steamer S. S. Fritzo with coal cargo arrived in the Harbour on the 1st Dec., and left for sea on the 5th of December.

The ice in the Wet Dock formed on the 6th of December.

The last arrival from sea, S.S. Dunelm with cargo, arrived in the harbour on the 9th December and left for Montreal on the 11th December.

The ice in the Tidal Basin formed on the 12th of December.

Up to the 30th December the ice bridge connecting the Island of Orleans and the North Shore had not formed.

Notices have been posted in suitable localities warning parties from discharging rubbish of any kind in the river and every precaution is being taken to prevent any violation of the regulations of the Commissioners in that respect.

I have the honour to be, Sir,

Your obedient servant,

JAS. C. SULLIVAN,

Harbour Master.

Quebec Harbour Commissioners.

Expenditure on capital account during the year 1907.

	$ cts.	$ cts.
Office Furniture		120.00
Cold Storage Warehouse		1,106.47
Deepening and Strengthening Dock Quay Walls		
Contingencies	3,275.00	
Cross Wall "Bolting"	11,643.60	
M. P. and J. T. Davis		
Contract No. 1	60,507.32	
Contract No. 2	41,178.12	
		116,604.04
Atkinson's Wharf Store No. 11		170.00
St. Charles' Docks		2,766.42
Quebec Terminal Co., shareholders, on account purchase of elevator and brick building		5,000.00
Shareholders' Cold Storage and Warehouse Company:		
Balance on building and plant		20,000.00
		$ 145,766.93

Harbour Commissioners' Office,
Quebec, January 2nd, 1908.

JAS. WOODS,
Secretary-Treasurer.

Quebec Harbour Commission.

Comparative Statement of revenue of the Quebec Harbour Commissioners for the years 1906 and 1907.

——	1906	1907	Difference in 1907.	
	$ cts.	$ cts.	$ cts.	$ cts.
Tonnage Dues	12,100.26	11,035.37	1,064.89	Decrease.
Import "	5,803.40	6,124.77	321.37	Increase.
Export "	2,804.23	3,056.46	252.23	"
Harbour "	2,517.06	2,997.60	480.54	"
Earning of Docks, Wharves and Stores	71,263.86	73,157.32	1,893.46	"
Cold Storage	5,227.58	9,079.71	3,852.13	Increase.
Beach and Deep Water Lots	1,161.73	1,149.96	11.77	Decrease.
Sundries	21.50	22.00	50	Increase.
	100,899.62	106,623.19	5,723.57	Increase.

Harbour Commissioners' Office,
Quebec, January 2nd, 1908.

JAS. WOODS,
Secretary-Treasurer.

STATEMENT of Revenue and Expenditures for the year ending December 31, 1907.

1907.	DR.			1907.	CR.		
Dec. 31	To tonnage dues	$11,035.37		Dec. 31	By Administration and Engineering staff salaries and fees		$12,163.94
	To import dues	6,124.77			Legal expenditure		575.61
	To export dues	3,056.46			Notarial expenditure		206.25
	To harbour dues	2,997.60			Miscellaneous expenses, printing stationery, Harbour Master, general labour and other expenses		5,456.42
			$23,214.20		Property expenditure, taxes, insurance, repairs and the maintenance of the docks, wharves and stores		43,951.26
	To Property Earnings—				Commissioners' dredge, maintenance of dredging		327.10
	St. Charles' docks, wharves and stores under lease	59,311.84			Cold storage expenses		7,796.78
	Department of the Interior for Immigration grounds	13,845.48			Employees' insurance		560.00
			73,157.32		La Banque Nationale "Interest"		1,258.02
	Cold store and Warehouse No. 1		9,079.71		Beach and deep water lots		182.25
	Beach and deep water lots		1,149.96		Sundries		16.75
	Sundries		22.00		Twelve months' interest to the 1st January, 1908 on $350,000.00 of Quebec Harbour Bonds		14,000.00
					Six months' interest to the 1st January, 1908, due Quebec Terminal Co. shareholders		875.00
					Excess of earnings over the working expenses and interest on $350,000.00 of Quebec Harbour Bonds		19,253.81
			$106,623.19				$106,623.19

HARBOUR COMMISSION OFFICE,
QUEBEC, January 2, 1908.

JAS. WOOD, *Secretary-Treasurer.*

BALANCE SHEET OF 31ST DECEMBER, 1907.

1907.	Dr.			1907.	Cr.		
Dec. 31	To Office furniture		$4,332.12	Dec. 31	By Quebec Harbour Debentures		$3,612,802.42
	Amount at debit of grantees' beach and deep water lots		39,217.45		Dominion Government strengthening and deepening dock walls		327,940.46
	Amount at debit "sundries", rents, wharfage, etc		13,894.23		Quebec Harbour Bonds		
	Unsettled claims against Dominion Government		306,256.39		Capital	350,000.00	
	Cold storage accounts		4,722.95		6 mos.' interest	3,000.00	353,000.00
	St. Charles' docks and wharves		4,102,623.29		Quebec Terminal Co		
	Reynar's wharf		9,918.29		Capital	35,000.00	
	Wellington's wharf		86,945.39		6 mos. interest	875.00	
	East India's wharf		48,896.64				35,875.00
	Grand Trunk's wharf		15,740.26		Receiver General		43,380.00
	Atkinson's wharf		55,274.95		La Banque Nationale		36,696.36
	Cold storage plant		26,563.41		Beach and deep water lots		54,523.73
	Elevator and brick building		40,000.00		Profit and loss		655,739.57
	Dock walls strengthening and deepening—						
	M. P. & I. T. Davis						
	Contract No. 1	239,827 65					
	Contract No. 2	41,178.12					
	Sundries	49,559.46					
			330,565.23				
	Commissioners' Dredge		10,714.49				
	Deck scow		2,830.38				
	Pile driver		527.66				
	Material on hand		5,476.38				
	Cash on hand		2,781.04				
	Jackscrews' account		394.87				
	Anchor account		264.38				
	Tools' account		5,347.68				
	Bills Receivable		770.62				
	Suspense account		5,899.44				
			$5,119,957.54				$5,119,957.54

HARBOUR COMMISSIONERS' OFFICE

JAS. WOODS, *Secretary-Treasurer.*

Quebec, January 2, 1908.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commissioners to the 31st December, 1907, and that the balance sheet is correct

J. B. LEBRUN,
ALEX. J. MESSERVEY, } *Auditors.*

QUEBEC, DECEMBER 31,1907.

STATEMENT of Assets and Liabilities per Balance Sheet of Date.

ASSETS.			LIABILITIES.		
Real Estate—			Quebec harbour debentures	$3,612,802.42	
St. Charles docks and wharfs	$4,102,623.29		Dominion Government dock walls	327,940.46	
Reynar's wharf	9,918.29		Quebec harbour bonds—		
Wellington's wharf	86,945.39		Capital	350,000.00	
East India wharf	48,896.64		Interest to 1st January, 1908	3,000.00	
Grand Trunk wharf	15,740.26		Quebec Terminal Co.—		
Atkinson's wharf	55,274.95		Capital	35,000.00	
Elevator & brick building	40,000.00		Interest to 1st January, 1908	875.00	
		$4,359,398.82	Receiver General	43,380.00	
Cold storage plant		26,563.41	La Banque Nationale	36,696.36	
					$4,409,694.24
Strengthening & deepening dock walls—					
M. P. and J. T. Davis			Surplus composed as follows:—		
Contract No. 1	239,827.65		Beach and deep water lots	54,523.73	
Contract No. 2	41,178.12		Profit and loss	655,739.57	
Sundries	49,559.46				710,263.30
		330,565.23			
Commissioners' dredge		10,714.49			
Deck scow		2,830.38			
Pile driver		527.66			
In *re* Beach and Deep Water Lots—					
Capital at debit "sundries"	31,729.24				
Arrears of rentals to 24th June	7,488.21				
" 24th December	797.68				
		40,015.13			
Rents, wharfage, etc.—					
Sundries as per balance sheet	13,894.23				
Rentals for November and December	2,413.01				
		16,307.24			
Cold storage accounts		4,722.95			
Dominion Government "Unsettled claims"		306,256.39			
Cash "on hand"		2,781.04			

Material "on hand"	5,476.38		
Jackscrews	394.87		
Anchors	264.38		
Tools	5,347.68		
Bills Receivable	770.62		
Suspense account	2,688.75		
Office furniture	4,332.12		
	$5,119,957.54		$5,119,957.54

MEMO.—The arrears of interest due to the Dominion Government is not included in this statement.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1908.

JAS. WOODS,
Secretary-Treasurer.

We hereby certify that we have examined the statement of assets and liabilities of the Quebec Harbour Commissioners, and we find same in all particulars the true position of the Trust on the 31st December, 1907.

J. B. LEBRUN,
ALEX. J. MESSERVEY,
Auditors.

QUEBEC, February, 22nd, 1908.

TO THE CHAIRMAN AND COMMISSIONERS,
Quebec Harbour Commissioners,
Quebec.

Gentlemen,—

We beg most respectfully, to report that we have examined the books and vouchers of the Commissioners for the year ending 1907, and that we have found same correct and in good order.

The Secretary-Treasurer gave us all facilities in making the audit.

We have the honour to be,
Gentlemen,
Your most obedient servants,

J. B. LEBUND,
ALEX. J. MESSERVY,
Auditors.

APPENDIX No. 3.

THREE RIVERS HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1907.

COMMISSIONERS:

P. A. DROLET, Esq., *Chairman.*

JOS. L. FORTIN, Esq., EDMOND DUFRESNE, Esq.,

P. A. GOUIN, Esq., F. S. TOURIGNY, Esq.,

GEO. BALCER, *Secretary.*

The most extraordinary and rather unpleasant feature of last year's transaction is, no doubt, the sudden and unexpected falling off in the Ocean traffic of our Port. The volume of trade and the value of *direct* export were reduced to mere trifles, and the number of vessels did not reach by half, the average of arrivals for the last ten or fifteen years. Only 30 steamers with but 56,120 tons, as against the already reduced number of 49 S. S. in 1906; 60 S. S. in 1905 and 106 S. S. in 1903, registered in our port; and not a single vessel arrived in either of the out-ports of Lake St. Peter, nor in Batiscan. Out of this scanty number even more than half carried coal. We have to go back to the seventy's to register such poor result.

Two facts, however, account for, and partly condone this serious falling off in that particular direction.

1. The persistent depression and the low prices prevailing in the Lumber market of Great Britain and, as a fortunate offset, the larger demand and remunerative prices for the same staple in the United States.

2. The unusual high level of the St. Lawrence during the whole season of navigation.

Through the first cause trade merely changed direction; by the second the shipping altered its operation.

With an average of 5 feet over the ordinary level it became possible for steamers to take their full cargo in Montreal, owners taking advantage of this favourable condition in the river St. Lawrence received from outside, particularly from our section and port, by rail and by barges, part of this freight, instead of as in ordinary times, completing their cargoes at Three Rivers, or at Quebec so that the unusually high water-level, while it materially facilitated transportation was responsible for much of the decrease in the shipping of the port.

At all events, only 8 steamers carrying but 2½ million feet of lumber, left *direct* for Great Britain and one with a little over 100,000 ft. for Cuba. On the other hand some 10 million feet were sent to Montreal or Quebec in bateaux for transhipment, so that actually, about 12½ million feet formed our last year's export to the British market, against 40 and 50 million in former years. Of pulp and paper shipped to the old country no record whatever is kept for our port.

Fortunately the progress of our industries, of our agriculture and other enterprises was only partly affected by those momentary drawbacks. Everywhere, in mills and factories, in fields and forests reign the greatest activity. Foreign capital continues to seek investments. One of the largest cotton factories in the country is in course of construction in our city and will be in operation at the beginning of next season.

Our import of coal is now nearing 100,000 tons, valued about $350,000. Sulphur amounts to 7,799 tons and $280,000; Pig iron, 3,912 tons and about $65,000. Other material and raw products for our industries continue to come, as usual, in a roundabout way.

While thus our ocean traffic is lingering, traffic with the United States is becoming daily more important. The number of canal boats and steam barges is now not far from a thousand, and *imports* as well as *exports* constantly increase. The latter nearly doubled during the last two years: from $1,147,000 in 1905, they reached $1,748,000 in 1906, and $2,340,000 in 1907. Thus it has more than compensated the difference caused by last year's loss in our export trade to Great Britain.

The quantity of lumber shipped to the United States during last season exceeded 25 million feet valued at about $450,000. Pulpwood, of which some 88,000 cords left our wharves by boats realized $800,000; wood pulp $200,000; paper $200,000; asbestos $213,000; aluminum $167,000.

The season of 1907, with all its drawbacks was after all, a fairly prosperous one for this port.

Three Rivers, February 29th, 1907.

GEORGES BALCER,
Secretary.

STATEMENT of number and tonnage of steamers entered inward and outward of the port and outports of Three Rivers, for the year 1907.

OCEAN TRAFFIC.

Return of Vessels Inward.	No.	Tons.	Return of Vessels Outward.	No.	Tons.

PORT OF THREE RIVERS.

Nationality.	No.	Tons.	Cleared for, via.	No.	Tons.
British	11	20,780	Inland Ports	21	38,145
Norwegian	16	30,761	British Ports	8	16,147
Swedish	1	1,081	Cuba	1	1,828
Danish	2	3,497			
	30	56,120		30	56,120

UNITED STATES TRAFFIC.

	No.	Tons.
Port of Three Rivers, United States steam barges	35	23,282
" " canal Boats	835	83,447
Outports of Three Rivers, United States canal boats	120	11,250
	990	117,979

INLAND TRAFFIC.

Bateaux not registered	67	
Schooners and barges	147	21,680
Tugs and steamboats	150	20,562
	364	42,242

RECAPITULATION.

Ocean traffic	30	56,120
United States traffic	990	117,979
Local traffic	364	42,242
Grand Total	1,384	216,261

Exclusive of Richelieu & Ontario Navigation Co.'s Steamers, Local Craft and Market Boats.

Harbour Commissioner's Office,
Three Rivers.

GEORGE BALGER,
Secretary-Treasurer.

HARBOUR COMMISSIONER'S OF THREE RIVERS

Receipts and Disbursements for the Year 1907.

RECEIPTS.

Commissioners' Office.		
Tonnage dues	$724.07	
Harbour dues inwards	161.02	
" outwards	521.32	
Commutation	1,303.32	
Rent of wharf and moorage	392.75	
		$3,102.16
Custom House.		
Tonnage dues	$3,297.41	
Harbour dues inwards	6,829.54	
" outwards	3,200.44	
Moorage	483.42	
	$13,810.81	
Total collections		$16,912.97
Proceeds from:		
Material supplied	$546.92	
Debentures sold and in hand	2,500.92	
Deposit in bank and cash, January 1st, 1907	8,413.13	
		11,460.05
		$28,373.02

DISBURSEMENTS.

Administration.		
Current expenses	$497.90	
Salaries & commissions	3,334.35	
Rent	240.00	
Printing and stationery	79.70	
Refunds	38.46	
		$4,190.41
Repairs and general harbour expenses		1,258.76
Interest on debentures		9,395.95
Sinking funds		1,895.95
Total expenses on revenue		$16,740.12
Disbursements on Capital.		
Construction: Pauneton-corporation property		1,417.65
Deposit in bank December 31, 1907	$6,111.35	
Cash and collection	2,988.26	
		9,099.61
Claim on debentures		1,115.64
		$28,373.02

Harbour Commissioners Office:
January 16th, 1908.

GEORGE BALCER,
Secretary-Treasurer.

APPENDIX No. 4.

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE FOR THE YEAR ENDING DECEMBER 31, 1907.

BELLEVILLE, 31st, December 1907.

TO THE HONOURABLE,
THE MINISTER OF MARINE AND FISHERIES,
Ottawa, Canada.

Sir,—

The undersigned Harbour Master of the City of Belleville begs to submit the following Report for the year 1907.

Navigation opened in Belleville Harbour on April 11th and closed December 2nd.

Import dues on	640,750 ft. Lumber	$ 32.08
"	451,000 Lath	11.27
"	18,370 Tons Coal	1,837.00
"	1,512 Tons Mchdse	151.20
"	297 Tons Clay	178.2
	Total	$ 2 049.37
Disbursements		23.45
		$ 2,025.92
Export Dues on	962½ Tons Mchdse	96.22
"	1,019 Tons Cheese	101.87
"	2,052 Bushels Grain	2.58
"	24,699 Logs and Cedars	148.67
"	95,000 ft. of Lumber	4.75
"	29½ Tons of Iron	2.92
"	100,000 Shingles	3.00
		360.01

There was a slight increase in imports and a drop in exports. Our saw logs are done on the River Moira. We hope coal and other things will fetch it up to the standard.

Dues collected during the season are as follows:—

Total amount from imports	$ 2,049.37
" exports	360.01
	2,409.38
Disbursements	23.45
Total	$ 2,385.93

All of which is respectfully submitted,

I have the honour to be, Sir,

Your obedient servant,

SYD. VANDERWOOD,

Harbour Master.

APPENDIX No. 5.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY, C.B., FOR THE YEAR ENDING DECEMBER 31, 1907.

NORTH SYDNEY, C.B., February 6, 1908.

COL. F. GOURDEAU,
Deputy Minister Marine and Fisheries.
Ottawa,

Sir,—

The Harbour Commissioners beg to hand you herewith enclosed statement of receipts and expenditures for the year ending Dec. 31st, 1907, also list of shipping that entered at the Ports of the Sydneys during 1907, and quantity of coal shipped.

Your obedient servant,

WM. HACKETT,
Secretary.

NORTH SYDNEY, C. B., January 30, 1908.

Coal Shipments:

	Tons.
Dominion Coal Co., Ltd., from their pier, Sydney	1,399.275
Nova Scotia Steel Co., Ltd., North Sydney	353,236
Iron Ore received	126,820

WM. HACKETT,
Secretary.

List of shipping registered tonnage and number of men carried arriving at the ports of the Sydneys during 1907, from 1st January until 31st December.

This includes all British and foreign steamers from foreign ports all British and foreign steamers engaged in the coal and coastwise trades and sailing vessels of all descriptions including Canadian, and all foreign vessels, total vessels 1728 having a tonnage of 1,209,646, carrying crews of 55,787 men.

	No.	Tonnage.
Ocean Steamers	755	1,111,249
Coastwise Steamers	214	61,447
Barks	6	4,194
Barkentines	10	1,875
Brigantines	10	1,470
Schooners	742	36,950
		1,209,646

WM. HACKETT,
Secretary.

SESSIONAL PAPER No. 23.

HARBOUR COMMISSIONERS' Statement of Receipts and Expenditures for the year ending December 31, 1907.

1907.	Receipts.		1907.	Expenditures.	
Jan. 1	Amount on hand	$1,515.38	Feb. 27	P. J. McDonald	$66.66
May 31	Received harbour dues	416.40	" 27	Joseph Shean	100.00
June 30	" "	553.90	Mar. 9	L. Annesty, truckage	.25
July 31	" "	720.09	Apr. 27	Paid acct. Bertram property	209.40
Aug. 31	" "	558.12	May 1	M. W. Lawlor	200.00
Sept. 30	" "	447.75	" 11	Telegram	.38
Oct. 31	" "	307.57	" 28	P. J. McDonald	100.00
Nov. 30	" "	417.17	" 31	Acct. Bertram property	304.45
Dec. 31	" "	243.13	June 3	J. J. Dooley	22.95
			" 3	P. J. McDonald	10.00
			July 2	Acct. Bertram property	314.15
			" 13	No. Sydney Herald printing	4.50
			Aug. 3	Paid labour per Hr. master's order	19.00
			" 29	P. J. McDonald	100.00
			" 31	Labour per Harbour Master's order	32.00
			Sept. 7	Labour per Harbour Master's order	14.25
			" 7	Acct. Bertram property	330.60
			" 7	M. W. Lawlor	230.00
			Oct. 22	P. J. McDonald	10.00
			Nov. 12	Acct. Bertram property	320.95
			Dec. 21	M. W. Lawlor	70.00
			" 21	Labor breakwater	30.00
			" 21	P. J. McDonald	213.34
			" 31	Joseph McPherson	183.20
			" 31	Joseph Shean	500.00
			" 31	Wm. Hackett	600.00
			" 31	Rent	75.00
		$5,179.51		Amount on hand	1,118.43
	Amount on hand	$1,118.43			$5,179.51

P. J. McDONALD,
M. W. LAWLOR,
WM. HACKETT,
Harbour Commissioners.

NORTH SYDNEY, C.B.,
February 1st., 1908.

APPENDIX No. 6.

TORONTO HARBOUR.

SECRETARY OF THE HARBOUR TRUST IN ACCOUNT WITH THE COMMISSIONERS FOR THE YEAR ENDING 31ST DECEMBER, 1907.

General Balance Sheet.

Wharf Property	$43,073.72	Balance to Cr. of Profit & Loss	$66,897 77
Office Furniture	537.88		
Can. Per. Bonds	14,000.00		
Cash in Bank	9,266.69		
Cash on hand	19.48		
	$66,897.77		$66,897 77

We have examined the Books and Vouchers and have compared the Balance Sheet with the said Books and Vouchers, and we certify the same to be correct and to represent a true statement of the affairs of the Trust at this date, Dec. 31st, 1907.

F. S. SPENCE, *Chairman*
J. T. MATHEWS, *Vice-Chairman*
W. H. PEARSON,
T. L. CHURCH, ALD.,
P. B. WHYTOCK,
Harbour Commissioners for the year 1907.

S. BRUCE HARMAN,
SIDNEY H. JONES,
Auditors.

COLIN W. POSTLEWAITE,
Harbour Master.

Toronto Jan. 4th, 1908.

Profit and Loss.

Dr.		Cr.	
Dredging	$ 3,659 95	Balance from Ledger	$ 63,483 84
Salaries	2,540 00	Canadian Pacific Railway	4,000 00
Office Expenses and Rent	876 32	Harbour Dues	7,030 98
General Repairs	750 31	Interest on Bonds	557 20
Charges, Commissioners' Fees, etc.	300 00	Interest on Deposits	216 50
Solicitor's Fees	92 62		
Furniture Account, written off	50 00		
Printing and Stationery	46 85		
Deputation to Ottawa	25 00		
Removing Wreck	25 00		
Inspecting Harbour	10 00		
Lights, Buoys, and Beacons	9 70		
Insurance on Furniture	5 00		
Balance to Credit, Profit & Loss	66,897 77		
	$ 75,288 52		$ 75,288 52

Audited and found correct.

S. BRUCE HARMAN,
SYDNEY H. JONES,
Auditors.

SESSIONAL PAPER No. 23.

RECEIPTS AND EXPENDITURE.

RECEIPTS.		EXPENDITURE.	
Cash in Bank, Jan. 1st, 1907	$ 5,906 00	Dredging	$ 3,650 95
Cash in Hand, Jan. 1st, 1907	11 24	Salaries	2,540 00
Harbour Dues	7,030 98	Offices Expenses and Rent	886 32
Canadian Pacific Railway Co	4,000 00	General Repairs	750 31
Interest on Bonds	557 20	Charges, Commissioners' fees, etc.	300 00
Interest on Deposits	216 50	Lights, Buoys and Beacons	109 70
City Allowance for Buoys	100 00	"Underwood" Typewriter	95 00
Sale of old Typewriter	10 00	Solicitors' Fees	92 62
		Printing and Stationery	46 85
		Deputation to Ottawa	25 00
		Removing Wreck	25 00
		Inspection of Harbour	10 00
		Insurance on Furniture	5 00
		Cash in Bank	9,266 69
		Cash in Hand	19 48
	$ 17,831 92		$ 17,831 92

Audited and found correct.

S. BRUCE HARMAN,
SYDNEY H. JONES,
Auditors.

COMPARATIVE STATEMENT.

GOODS ARRIVED AT THE PORT OF TORONTO DURING THE YEAR 1907.

DESCRIPTION OF GOODS.		1906	1907
General Merchandise	tons	48,138	59,945
Coal	"	162,502	155,915
Lake Stone	toise	3,157	4,530
Fruit	bbls.	576	4,545
"	crates	45,530	32,769
"	baskets	244,924	202,581
"	bags	523	271
Ice	tons	6,317	5,823
Bricks		7,741	30,000
Grain	bushels	14,700	8,200
Horses, Carriages and Cattle		254	188
Lumber	feet B. M.	917,000	
Oil in bulk	bbls	15,694	68,317

FIFTY-SEVENTH ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto—

GENTLEMEN:

I have the honour to submit my report for the year 1907.

The Harbour was clear of ice on the 28th March, having been frozen over for 69 days, or 13 days less than during the winter of 1905-6. This winter has so far been a mild one and the harbour is still free of ice.

The first vessel to arrive with cargoes was the "Macassa," on the first of April; Captain Henderson, to whom the historical "Harbour Master's Hat" was given.

The last arrival was the SS. "Canadian," Captain Hagan, with a cargo of pig iron from Port Arthur on the 15th Dec.

The number of vessels arriving at this port during the season was 3661, or 255 more than for 1906. Below is a comparative statement of arrivals and tonnage, viz:

	1906	1907	In-crease.	De-crease.	Tonnage. 1906	Tonnage. 1907
Propellers, loaded,	457	565	108			
Propellers, light...	31	———		31	203,878 Tons.	242,953 Tons.
Steam, loaded.....2,513		2,614	101		1,267,304 "	1,349,979 "
Steam, light.....	2	1		1		
Sailing, loaded....	395	472	77		53,641 "	47,442 "
Sailing, light.....	8	9	1			
	3,406	3,661	287	32	1,524,827 Tons.	1,640,374 Tons.

The year commenced with a cash balance of $5,917.24. The receipts for the year amount to $11,914.68, making a total of $17,831.92. The expenses for the year amount to $8,645.75, leaving a balance in cash of $9,286.17, an increase of $3,368.93.

The Coal receipts for the year are as follows, viz.: Anthracite Coal, 115,299 tons, Bituminous Coal, 40,616 tons, in all 155,915 tons or 6,587 tons less than last year, the shortage being occasioned by the difficulty vessels met with in obtaining cargoes at the American lake ports.

The total quantity of coal imported into Toronto by rail and vessel as per Government Returns, is as follows, viz.: Anthracite Coal, 643,862 tons; Bituminous Coal, 659,093 tons, in all 1,302, 955 tons.

The highest water for the year was 26½ inches above zero on June 11th. The lowest water was 7½ inches above zero, on Jan. 1st. The average for the year is 18½ inches above zero, or 5½ inches higher than in 1906.

Dredging was done by Contractor Mr. Frank Simpson at about the same prices as last year, at the Western Channel and at several of the wharves of the city. In all 14,255 cubic yards of material were removed at a cost of $3,659.95, or about 5000 cubic yards less than last year.

The Light-houses were lighted at the Queen's Wharf for the first time in the season on April 1st, and were discontinued on the 14th Dec.

The Harbour Buoys were placed out on March 27, and taken up for the winter on Dec. 7.

Captain Hall, who was appointed Deputy Harbour Master in October, 1896, and who had given faithful service to the Commissioners for eleven years, died, after a protracted illness, on the 12th of April. The vacancy was filled by the appointment of Mr. John M. Allan on the 28th June, who had been for several years in the employ of the Harbour Commissioners as check clerk and Inspector on the dredge

while at work in the harbour. I am pleased to be able to state that the appointment has been satisfactory in all respects.

Alderman T. L. Church accompanied the City Council to interview the Government at Ottawa as representative of the Harbour Trust, on Feb. 12. The object of the deputation was to urge upon the Government the necessity of deepening the Western Channel, instituting a Life-saving Station in this harbour, and of making other improvements of which Toronto Harbour stood in need.

Upon the recommendation of the Engineer, Mr. C. H. Rust, some repairs have been done to the premises at the Queen's Wharf, which being chiefly of wood had begun to show signs of decay, The work has been done under the inspection of the Deputy Harbour Master and the Engineer, chiefly by day labour and considerable progress has been made. It remains for the west end of the wharf to be renewed in concrete, which is a necessary undertaking in the spring.—

The government proposes to construct a new channel at the western entrance, somewhat south of the present one, where water of greater depth can be obtained for navigation without having to remove rock, as would be the case were the present channel deepened sufficiently to admit of vessels drawing 18 or 20 feet of water, and the Government Engineer has taken soundings and measurements with this object.

There are 8 vessels wintering in the harbour this season, viz.: 12 Passengers Steamers, 11 Propellors, 12 Sailing Craft, 7 Steam Tugs, 6 Steam Yachts, 10 Ferry Steamers, 30 Sailing Yachts, and 6 Dredges with their scows, in all about 21,949 tons Register.

Mr. J. G. Sing. C.E., Government Engineer in Charge, reports as follows under date January 8th, 1908, viz.: Dredging operations have been carried on during the past year in the Eastern Channel and the approaches thereto, and a depth in the channel between the piers, of 19 feet, and a depth of 20 feet in the approaches, has been provided. The approach to the channel from the lake is bell-mouthed, being 1000 feet wide at the outer end, narrowing down to the width of the channel between the piers, viz., 400 feet.

"A large staff of men is at present engaged in stripping the northerly 1,400 feet of the easterly pier, Eastern Channel, with the view of concreting the same during the coming season.

"Plans and specifications for the proposed new Western Channel have been prepared and forwarded to the Department at Ottawa. The new channel will be constructed to the southward of the present channel and will be 400feet wide, having concrete piers on each side and providing a depth of not less than 18 feet. Tenders will probably be called for shortly."

Mr. R. F. Stupart, Director, Meteorological Observatory, Toronto, reports as follows under date Jan. 9th, 1908, viz.: "The display of storm signals for the season was resumed in April and continued until, and inclusive of the 9th Dec., 1907. During this period 27 gales occurred on the lakes, against 21 in the preceding season.

Although the same number of gales occurred during October and November as in 1906, namely, ten, the gales this present Autumn were not, as a rule, of great intensity, nor were they attended by any degree of cold or snow.

"Wrecks and casualties to vessels were remarkable for their absence, and, no doubt, the Meteorological Service was a factor in effecting this satisfactory state of affairs, judging from the frequent enquiries by telephone and telegraph received from Mariners from the different lake ports as to the weather out-look, together with the display of storm signals in advance of gales."

The precipitation for the year was as follows, viz.: Rain, 25.56 inches; Snow, reduced to water, 5.20; in all 30.76 inches, being a quarter of an inch less than for 1906.

I am, Gentlemen, Your Obedient Servant.

COLIN WM. POSTLETHWAITE,

Harbour Master.

COMPARATIVE STATEMENT.

Receipts and Expenditures for the Years 1905–1906–1907.

RECEIPTS.	1905	1906	1907
C. P. Railway Co.	$ 4,000 00	$ 4,000 00	$ 4,000 00
Harbour Dues	7,369 97	6,888 96	7,030 96
Interest on Bonds	557 20	557 20	557 20
Interest on Deposits	70 15	145 50	216 50
Water Works Department	100 00	100 00	100 00
	$12,097 32	$11,691 66	$11,904 66

EXPENDITURE.	1905	1906	1907
Solicitors' Fees	$ 10 00	$ 122 00	$ 92 62
Deputation to Ottawa	.....	25 00	25 00
Fire Insurance	.....	17 50	5 00
Commissioners' and Auditors' Fees	580 00	300 00	300 00
Lights, Buoys and Beacons	141 50	324 91	109 70
General Repairs	260 45	2,302 32	750 31
Printing and Stationery	39 05	62 20	46 85
Dredging	5,573 86	4,753 61	3,659 95
Office Expenses and Rent	594 03	596 35	886 32
Salaries	2,539 92	2,540 00	2,540 00
	$ 9,738 81	$11,043 89	$ 8,415 75

APPENDIX No. 7.

REPORT OF THE HARBOUR COMMISSIONERS OF THE TOWN OF PICTOU, N. S., FOR THE YEAR ENDING 31st DECEMBER 1907.

PICTOU, NOVA SCOTIA,
January 13, 1908.

F. GOURDEAU, ESQ.,
Deputy Minister of Marine & Fisheries,
Ottawa.

DEAR SIR,—

I beg to enclose, herewith account of Pictou Harbour Commissioners for the year 1907, and also Collector of Customs Statement of "Harbour Dues" account.

Your obedient servant,
HENRY G. IVES,
Secretary Pictou Harbour Comuissioners.

PICTOU, N. S., December 31st, 1907.

PICTOU HARBOUR COMMISSIONERS, in account with Henry G. Ives, Secretary.

February 21..	To	Commissioners' Expenses	$ 10 00	
May 1..	"	Barry Bros., account for poles	4 00	
May 15..	"	Bushing Channel to East River	12 00	
May 16..	"	Repairs to Buoy	5 00	
May 17..	"	Painting Buoys	5 00	
May 18..	"	Taking Soundings East River	8 00	
June 11..	"	Repairs Public Wharf, Pictou	17 20	
June 29..	"	Bushing West River	8 00	
August 6..	"	Joseph Graham, Deputy Harbour Master	25 00	
November14...	"	Bushing East River	26 50	
November 28.	"	Taking in Harbour Buoys	35 00	
December 5..	"	Balance Bushing Channel to East River (Contract)	6 00	
December13	"	Putting Out Harbour Buoys	30 00	
December10..	"	Secretary's Salary	100 00	
December31..	"	Balance in Bank of Nova Scotia	854 09	
				$ 1,145 79
1907				
January 1..	By	Balance per Account	$ 830 28	
December31..	"	Deposited by Collector of Customs	315 51	
			$1,145 79	
				$ 1,145 79
1908				
January 1..	By	Balance in Bank of Nova Scotia		$ 854 09

HENRY G. IVES,
Secretary.

PICTOU, N. S., 4th January 1908.

Statement of "Harbour Dues" account, for Port of Pictou, N. S., for the year ending 31st, December, A. D. 1907.

Balance in Bank of Nova Scotia, 31 December, 1907.....$		$ 125 00
Harbour Dues Collected for Year ending 31 December, 1907.....		615 51
Total.....		$ 740 51

Disbursements.

Paid Salary of Harbour Master for Year 1907.....	$300 00	
Placed to Credit of Harbour Commissioners.....	515 51	
Balance in Bank of Nova Scotia, December 31st, 1907.....	125 00	
	$ 740 51	$ 740 51

Pictou, N. S., 4th January, 1908.

R. P. FRASER,
Collector of Customs.

APPENDIX No. 8.

REPORT OF THE PORT WARDEN AT HALIFAX, N.S., FOR THE YEAR ENDING DECEMBER 31, 1907.

HALIFAX, N.S., Janaury 1, 1908

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR:—

I have the honour to submit my report for the six months ended June 30th, 1907, accompanied by a statement of the receipts and expenditure during that period.

Surveys have heen held on sixteen steamers and six sailing vessels which arrived at this port in a damaged condition during the half year. The necessary repairs have been made to the vessels and those of them bound to other ports with their cargoes proceeded to their destinations where all of them have arrived safely.

The United States schooner "Edwin R. Hunt," referred to in my report of the 31st December last as having sailed from this port on 21st November bound to Philadelphia, Pa., with a cargo of plaster rock, and not having arrived at her destination at time of writing was blown off the coast, and after drifting about the West Indies for some considerable time finally reached her port of destination and delivered her cargo safely.

There were no shipments of Live Stock at this port during the past six months.

I have the honour to be, Sir,
Your obedient servant,

DAVID HUNTER,
Port Warden.

N. B.—See also report of Capt. Neil Hall, appointed by O. I. C., 10th July, 1907.

RECEIPTS AND EXPENDITURE OF THE PORT WARDEN, HALIFAX, N.S., FROM 31st JANUARY TO 30th JUNE.

DR.		CR.	
To amount of fees received.....	$ 1,526 25	By paid Assistants, office expenses, etc.....	$ 983 27
		By amount reverting to Port Warden.....	542 98
	$ 1,526 25		$ 1,526 25

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden, at Halifax, N. S., during the six months ended June 30th 1907.

DAVID HUNTER,
Port Warden.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa,

Sir:—

I have the honor to submit my report from the 23rd. July (the date of entering on the duties of the office) to December 31st., 1907, accompanied by a statement of the receipts and expenditures during that period.

Surveys have been held on six steamers and seven sailing vessels, which arrived at this port in a damaged condition. The necessary repairs were made to the vessels, and those of them bound to other ports with their cargoes proceeded to their destination, where they arrived safely.

The Italian barque "Affezione" of Terre del Greco, from Weymouth, N.-S., bound to Buenos Ayres with a cargo of lumber, put into this port on November 12th. The cargo has been discharged, and the vessel is still in port awaiting intructions from the owners in regard to the necessary repairs.

I have the honor to be, Sir,
Your most obedient servant,
NEIL HALL,
Port Warden.

RECEIPTS AND EXPENDITURES OF THE PORT WARDEN, AT HALIFAX, N.S.,
from JULY 23rd., to DECEMBER 31st., 1907.

To amount received as fees		$ 1,141 45
		$ 1,141 45
Contra		
By paid Assistants, Office Expenses, etc.	550 05	
By Amount reverting to Port Warden	591 40	
		$ 1,141 45

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N. S., from July 23rd., to December 31st, 1907.

NEIL HALL,
Port Warden.

APPENDIX No. 9.

REPORT OF THE PORT WARDEN AT VICTORIA, B.C., FOR THE YEAR ENDING DECEMBER 31, 1906.

VICTORIA, B. C., January 4th, 1907.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR:—

I have the honour of submitting my report as Port Warden for the Ports of Victoria and Esquimalt, B. C., for the year ending on the 31st of December, 1907.

Amount of Fees received for surveys on the hatches of 29 Vessels.	$145 00
Amount received for surveys on cargoes, etc.....	361 00
Total amount of Fees received.....	$506 00

I have the honour to be, Sir,

Your obedient servant,

CHAS. E. CLARKE,

Port Warden.

APPENDIX No. 10.

REPORT OF THE PORT WARDEN OF NANAIMO, B.C., FOR THE YEAR ENDING DECEMBER 31, 1907.

NANAIMO, B.C., January 2nd, 1908.

COL. GOURDEAU, Esq.,
Deputy Minister of Marine, and Fisheries,
Ottawa.

SIR:—

I have the honour to submit my annual report as Port Warden, for the Port of Nanaimo and Departure Bay.

Amount collected during the year 1907 for surveys on vessels was twenty-nine dollars and Fifty cents ($29.50)

I am, Sir,

Your obedient servant,

J. S. KNARSTON,

Port Warden.

APPENDIX No. 11.

REPORT OF THE PORT WARDEN AT PICTOU, N.S., FOR THE YEAR ENDING DECEMBER 31, 1907.

PICTOU, N.S., January 2, 1908.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report for the year ending December 31, 1907.

S. S. *Begland*, hatches, May 27th	$ 8.00
S. S. *Unique*, hatches, June 6th	8.00
S. S. *Norward*, seaworthy, June 11th	8.00
Schooner *Regina B.*, seaworthy, July 29th	8.00
S. S. *Beatrice*, seaworthy, December 13th	16.00
	$ 48.00

Expenses, etc., $10 00

W. C. MUNROE,
Port Warden.

APPENDIX No. 12.

REPORT OF THE PORT WARDEN AT PORT HAWKESBURY, N.S. FOR THE YEAR ENDING DECEMBER 31, 1907.

PORT HAWKESBURY, January 4, 1908

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

I have the honour to submit my annual report of the doings of this office with a statement of fees collected by me and also the attendent expenses during the year ending 31st Dec. 1907.

4 Surveys on	Schooner *Nicanco*	$ 56 00	
2 "	" *Annie D*	15 00	
2 "	Barque *Royal*	15 00	
4 "	Schooner *Elva M*	38 00	
2 "	Steamer *Sea Bird*	28 00	
			$ 152 00
Paid William Duff, shipwright'		30 00	
" J. J. Hennesey, master mariner		5 00	
" W. H. Paint, Loyds' agent		20 00	
" Capt. H. Hebb, insurance agent		10 00	
" Capt. Dickson, insurance agent		5 00	
" Nicholas Martin, shipwright		10 00	
			80 00
Balance reverting to Port Warden			72 00
			$ 152 00

I hereby certify the above is correct as to the amount collected by me as Port Warden at this port sworn to before me,

William Duff, J. P.

I have the honour to be, Sir,
Your obedient servant,
D. W. HENESEY.

APPENDIX No. 13.

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND FOR THE YEAR ENDING DECEMBER 31, 1907.

PORT WARDEN'S OFFICE, P.E. ISLAND, December 31, 1907

SIR;—

I have the honor to submit my Annual Report of the business of my office during the past year.

I wish to call the attention of the Department that a large trade is carried on in the shipment of potatoes from the Island to foreign and Dominion Ports, and in these cases none of the vessels is provided with shifting boards, and these vessels often put in to ports with cargoes shifted, and damaging the cargo seriously endangering the lives of those on board.

I would therefore respectfully suggest that those vessels should be provided with shifting boards.

I have the honour to be, Sir.
Your obedient servant,
H. P. WELSH,

COL. GOURDEAU,
Department of Marine and Fisheries,
Ottawa.

RECEIPTS AND EXPENDITURES.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1907	To fees derived from:				
	Grain Laden Vessels	$ 25 00	1907	By expense of office	$ 3 50
	Survey on Hatches	3 00		Com. to Deputies	10 00
	Other Surveys	15 00		Balance	29 50
		$ 43 00			$ 43 00

D. P. WELSH,
Port Warden.

Charlottetown, P. E. Island,
December 31st, 1907.

APPENDIX 14.

REPORT OF THE PORT WARDEN AT NORTH SYDNEY, N.S., FOR THE YEAR ENDING DECEMBER 31, 1907,

North Sydney, N.S., Dec. 30th, 1907.

Lieut.-Col. F. Gourdeau,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir;—I have the honour to send you my annual report for the year 1907.

Vessels surveyed 1907:

2	Surveys,	Schooner *Thelma*	$ 16 00
2	"	Schooner *Edith*	16 00
2	"	Schooner *Jenny May*	16 00
1	"	*Minnie T*	8 00
1	"	S. S. *Beatrice*	8 00
2	"	Schooner *M. J. Taylor*	16 00
2	"	*Bonny Brier Bush*	16 00
2	"	*Argosy*	16 00
3	"	Barque *Guldnegor*	24 00
2	"	Schooner *Jenny Myrtle*	16 00
3	"	Brig. *Francis Rene*	24 00
2	"	Schooner *Omega*	16 00
2	"	Schooner *J. H. Ernest*	16 00
2	"	Schooner *Manetto*	16 00
2	"	Schooner *Bessie Jennex*	16 00
2	"	Schooner *Lena*	16 00
Survey and certificate,		S. S. *Agnes*	10 00
	"	S. S. *Poro*	10 00
	"	*Dora*	10 00
	"	*Falco*	10 00
			$ 296 00

W. H. KELLY, *Port Warden*.

APPENDIX 15.

PORT WARDEN'S REPORT FOR CHATHAM, N. B., FOR 1907.

Chatham, N.B., Jan. 14th, 1908.

Lieut.-Col. Gourdeau,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir;—I have the honour to forward you my report for the year 1907.

At the request of Capt. James W. Phipps, Master of the schooner Rothesay of Weymouth, N.S., 280 tons, loaded with sulphur from New York. Robt. J. Walls, Harbor Master and shipwright, Capt. Alex. McLean Master Mariner, and I proceeded on board said schooner lying at the Dominion Pulp Co.'s Wharf, opposite Chatham, for the purpose of holding a survey. Capt. Phipps informed us that he had been caught in gale on the 8th October.

We found mainsail, foresail, staysail, and jib wholly destroyed, main boom and gaff broken, three blocks lost, traveller of forestaysail broken, futlock shrouds on foremast broken, main, fore, jib and stay sail sheets carried away, main peak halyards badly chafed, seven mast hoops broken.

We also found said vessel had been strained about the deck and waterways, and deck and waterways considerably chafed.

We recommended that the sails destroyed and spars broken be replaced with new ones, and the other damages made good and the decks be caulked.

On examination we found the vessel not leaking.

Dues $10.00.

GEORGE L. TAIT, *Port Warden*.

APPENDIX 16.

REPORT OF THE PORT WARDEN AT YARMOUTH, N.S., FOR THE YEAR ENDING DECEMBER 31, 1907.

YARMOUTH, N.S., January 2, 1908.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I now make my report as Port Warden at Yarmouth, N.S., for the year ending December 31, 1907.

I have been called on seventeen times to hold surveys on steamers and schooners, damaged by collision and by getting ashore.

Steamer *Orinoco*, on Seal Island ledge	CONDEMNED.
Schooner *Hattie D.*, on Chelogue Point	CONDEMNED.

All of the others were repaired at Yarmouth.

Gross Amount		$ 475 50
Paid out for Assistance	245 50	245 50
Net Amount	$ 229 50	

I have the honour to remain

Your obedient servant,

Jan. 2nd, 1908.

EBEN SCOTT,
Port Warden.

On this second day of January, A.D. 1908, before me, the undersigned, personnally came and appeared Ebenezer Scott above named and made oath that the above accounts or reports to which he has subscribed his name are correct and true.

EDGAR N. CLEMENTS,

Notary Public.

Yarmouth, N.S.

APPENDIX 17.

REPORT OF THE PORT WARDEN AT MONTREAL FOR THE YEAR ENDING DECEMBER 31, 1907.

MONTREAL, January 16, 1908.

Honourable L. P. BRODEUR,
Minister of Marine and Fisheries,
Ottawa.

SIR:—

I have the honour by direction of the Council of this Board and in compliance with Section 31 of the Act governing the Port Wardens Office, 45 Vic., Chap. 45, to transmit herewith documents as follows:—

1. Port Warden's Annual Report for the year 1907.
2. Audited statement of Receipts and Expenditure of the Port Warden Office for the year ending December 31st, 1907.
3. Statement of investments of Port Warden Surplus Funds.

I have the honour to be, Sir,

Your obedient servant,

GEO. HADRILL,
Secretary.

MONTREAL, 23rd December, 1907.

To the President and Council
of the Board of Trade.
Montreal.

GENTLEMEN:—

I have the honor to submit the Annual Report of the business of the Port Warden's Office with the statements of exports, receipts and expenditure for the year 1907.

The opening of navigation was somewhat late owing to the accumulation of ice at Cap Rouge, which did not move out until the morning of the second of May, when the Steamers "Marina" and "Hibernian" left Quebec, arriving at this port the same evening.

The first vessel to enter the Gulf of St. Lawrence by the Straits of Belle Isle this season was the S. S. "Pelican" from Great Britain, to be engaged in the trade on the Great Lakes; she passed through the Straits on 19th June, reporting very little ice.

On 13th May, at 7 p. m., the longshoremen, taking advantage of the accumulation of vessels in the port, went out on strike and remained out eight days, returning to work on 21st May. The result of the strike, at this time was a congested condition of the wharves from which it took some time to recover.

This fall has been unusually mild and open, very little snow, and ice on the river very late in forming; the season has the record for the latest arrival of a vessel from sea, viz, the S. S. "Dunelm" from Middlesboro, Eng., with a cargo of pig iron, which arrived on 13th December at 4.30 p. m.

The last ocean vessel to leave the port this season was the Elder Dempster & Co's S. S. "Andoni," which sailed hence at daylight on 29th November.

The non-arrival of any foreign going sailing vessels in the port this season is remarkable, but the molasses and sugar cargoes inward and the lumber for the River Plate and elsewhere, of which they were the carriers in the past, is now entirely monopolized by steamships.

The depth of water in the ship channel between this port and Batiscan this season has been unusually high, and no difficulty has been experienced by any vessel loading at this port for lack of water, as all were able to load to the full draft desired; the lowest depth recorded in the ship channel during the season was 30' 8" on 21s September.

The only mishap on the St. Lawrence between Quebec and this port, to record this season, was the stranding of the Canadian Pacific Railway Co's S. S. "Montreal," which ran aground in Lake St. Peter on the night of the 29th October, striking the cribwork or concrete base of Light House Tower with her port bow and sustaining considerable damage; she had to be taken to the Dry Dock at Quebec for repairs.

There were 378 over sea or foreign going steamships (no sailing vessels) reported at this office with a tonnage of 1,348,552 tons, against 396 vessels and 1,-361,418 tons last season, a decrease of 18 vessels and 12,866 tons.

The business to the lower ports this season consisted of: entered 321 vessels of all classes with a tonnage of 531,189 tons, against 376 vessels of 590,935 tons last year, a decrease of 55 vessels and 59,746 tons. Clearances of vessels loaded for the lower ports this season consisted of 93 vessels of all classes with a tonnage of 61,350 tons, against 101 vessels of 62,967 tons last season, a decrease of 8 vessels and 1,617 tons.

While in comparison with last year there has been an increase in the export of grain, flour and apples from this port, there has been a general decrease in other articles.

The total importation of coal via the St. Lawrence River this season was 1,555,-504 tons , as compared with 1,665,454 tons last year, a decrease of 99,950 tons; this shortage was due to the ice blockade on the Cape Breton coast, which prevented vessels from getting in or out of the coal ports.

The shipments of various kinds for the past season manifested and reported at this office are as per attached statement.

All of which is respectfully submitted.

ARCHIBALD REID,
Port Warden of the Harbour of Montreal.

COMPARATIVE Statement of Shipments, 1906 and 1907, as per manifests reported at the Port Warden's Office.

Description.		1906.	1907.	1907. Increase.	1907. Decrease.
Wheat	Bush.	14,530,617	21,267,639	6,737,022	
Buckwheat	"	108,583	48,528	.....	60,055
Peas	"	144,547	172,878	28,331	
Barley	"	913,634	817,790	.....	95,844
Rye	"	134,314	128,403	.....	5,911
Oats	"	3,112,624	3,854,599	741,975	
Corn	"	4,465,268	4,748,967	283,699	
Flaxseed	"	2,939,442	1,391,785	.....	1,547,657
Total		26,349,029	32,430,589	7,791,027	1,709,467
				1,709,467	
Total increase for the year 1907		.....	.....	6,081,560	
Flour and meal	Bbls.	830,220	1,002,868	172,648	
Ashes	"	536	430	.....	106
Apples	"	380,472	593,317	212,845	
Cheese	Boxes	2,223,944	1,961,069	.....	262,875
Butter	Pkgs.	356,065	66,873	.....	289,192
Eggs	"	66,439	28,173	.....	38,266
Box meats	"	297,563	274,074	.....	23,489
Lard	"	475,128	436,283	.....	38,845
Pulp	Tons	9,175	3,814	.....	5,361
Paper	"	14,443	14,317	.....	126
Sundries	"	55,850	49,903	.....	5,947
Hay	"	35,451	7,255	.....	28,196
Oil cake	"	18,803	17,950	.....	853
Minerals	"	10,815	14,937	4,122	
Lumber	Ft.B.M.	141,673,081	111,819,895	.....	29,853,186
Cattle	Head	128,233	96,759	.....	31,474
Horses	"	642	188	.....	454
Sheep	"	11,096	11,384	288	
Dead meats	Qrtrs.	.....	1,635	1,635	

STATEMENT of Oversea or Foreign-going Vessels.

Description.	1906. No.	1906. Tons.	1907. No.	1907. Tons.
Steamers	394	1,360,279	378	1,348,552
Barques	2	1,139	.....	
Brigs and schooners				
	396	1,361,418	378	1,348,552

Decrease of 18 vessels and 12,866 tons.

SESSIONAL PAPER No. 23.

STATEMENT of Lower Port Arrivals.

Description.	1906.		1907.	
	No.	Tons.	No.	Tons.
Steamers	356	588,620	296	528,486
Brigs and schooners	20	2,315	25	2,703
	376	590,935	321	531,189

Decrease of 55 vessels and 59,746 tons.

CLEARANCES for Lower Ports.

Description.	1906.		1907.	
	No.	Tons.	No.	Tons.
Steamers	82	60,790	74	59,315
Brigs and schooners	19	2,177	19	2,035
	101	62,967	93	61,350

Decrease of 8 vessels and 1,617 tons.

Revenue, 1906	$11,679.33
" 1907	10,303.04
Decrease	$ 1,376.29

PORT WARDEN'S OFFICE.

STATEMENT of Receipts and Expenditure for the year ending December 31, 1907.

1906.	Dr.				1907.	Cr.		
Dec. 31	To Balance in bank		$ 9,046.45		Dec 31	By Paid salaries, etc.		
" 31	Cash in Port Warden's hands		74.67	$9,121.12		Archibald Reid, Port Warden		$3,000.00
						Jas. N. Bales, deputy Port Warden		2,200.00
" 31	Outstanding accounts, 1906			6.24		W. J. Anderson, book-keeper		1,800.00
1907.						H. C. Lane, clerk		840.00
Dec. 31	Revenue derived as under—					J. H. Findlay, junior clerk		280.00
	21,267,639	bus. wheat				J. A. Vibert, allowance		300.00
	48,528	" buckwheat				Superannuation allowance.		
	172,878	" peas				Archibald Reid, Port Warden		300.00
	817,790	" barley				Jas. N. Bales, deputy Port Warden		200.00
	128,403	" rye				W. J. Anderson, book-keeper		200.00
	3,854,599	" oats				J. A. Vibert		179.94
	4,748,967	" corn				Board of Trade Secretarial expenses		1,000.00
	1,391,785	" flaxseed				Rent, fuel and taxes		319.04
	17,950	tons oil cake				Telephones, light, cleaning office, etc		234.48
	14,937	" minerals				Lloyd's register and shipping papers		35.45
	430	bbls. ashes				Books, printing and stationery		31.59
	1 002,868	" flour and meal				Cab and car fares		24.75
	593,317	" apples	1,483.29			Miscellaneous expenses		19.78
	96,947	head oxen and horses	969.47			Alf. W. Hadrill, auditor		100.00
	11,384	" sheep	28.46					11,065.03
	233,044	tons sundries	4,660.88			Treasurer Board of Trade for investment		4,000.00
	7,255	" hay	145.10			Bad accounts written off		3.14
	111,819,895	feet sawn lumber	559.09			Outstanding accounts, 1907		43.91
	Port Warden's fees (inwards)		164.50			Balance cash in bank	8,683.46	
	" "	(outwards)	2,008.00			Balance cash in Port Warden's hands	45.78	
	Special surveys		116.00					8,729.24
	Damaged cargo certificates		168.25					
				10,303.04				
	Interest bank account		108.72					
	Treasurer Board of Trade		4,302.20					
				4,410.92				
				23,841.32				23,841.32
1908.								
Jan. 1	Balance		8,729.24	E. and O. E.				

ARCHIBALD REID, *Port Warden.*
MONTREAL, January 4, 1908.

Audited and found correct.
ALF. W. HADRILL, *Auditor.*

SESSIONAL PAPER No. 23.

STATEMENT of the Investments of the Surplus Funds of the Port Warden's Office at Montreal, and for interest accruing therefrom for the year ended December 31, 1907.

Date.		Amount.	Per cent for 12 months.	Interest.
Feb. 16, 1880..	Expended $2,380.34 in purchase of Dominion Government Stock.....	$ 2,300 00	3½	$ 80 50
Aug. 16, 1880..	Expended $7,284.11 in purchase of City of Montreal Registered Stock.....	7,000 00	5	350 00
Feb. 18, 1884.	Expended $5,031.34 in purchase of City of Montreal Registered Stock (Coupons Bond Nos. 1720, 1721, 1722, 1723, and 1724 for $1,000 each).....	5,000 00	4	200 00
March 14,1887	Expended $10,320.75 in purchase of City of Montreal Consolidated Fund Stock	10,000 00	4	400 00
Jan. 6, 1906 ..	Expended $10,000.00 in purchase of Montreal Harbour Bonds.....	10,000 00	4	400 00
Jan. 23, 1907..	Expended $4,000.00 in purchase of Montreal HarbourBonds.....	4,000 00	4%, 164 days.	71 70
	Loans to Montreal Board of Trade Building Fund.....	70,000 00	4%, 12 months	2,800 00
	Total Investments.....	$ 108,300 00	Total..	$ 4,302 20

C. B. ESDAILE,
Treasurer Montreal Board of Trade.

GEO. HADRILL,
Secretary Montreal Board of Trade.

MONTREAL, January 6, 1908.

APPENDIX 18.

REPORT OF THE PORT WARDEN AT QUEBEC FOR THE YEAR ENDING DECEMBER 31, 1907.

PORT WARDEN'S OFFICE, QUEBEC, Dec., 1907.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR;—

As requested by the 30th Section of the Port Warden rules, I beg respectfully to submit the following annual statement of the business transacted in this office during the year ending the 31st December, 1907, as follows: thirty steamers were surveyed for clearance outward after taking part cargo on board at this Port having previously shipped part cargo of grain and other goods at Montreal. Twenty-eight steamers were surveyed, their hatches opened and cargos examined, on their arrival from sea.

Four steamers and one barge were surveyed on account of collision damages.

Four steamers and one barge were surveyed on account of grounding and stranding in the River St. Lawrence below and above Quebec.

Two steamers were surveyed and their value estimated for general average purpose. Five surveys were held on damaged goods in stores and on wharves.

The receipts and disbursements of this office were as follws.

Receipts from all sources	$ 646 50
Expenses	421 50
Balance Net Receipts	$ 225 00

Besides the above, there were several vessels damaged by stranding and otherwise that did not come under the Port Warden Rules.

One steamer took live stock at Quebec during the season, amounting in all to 516 cattle, on which, if fees had been collected as in former years, would have amounted to $7.74, as shown by accompanying statement.

With much respect,
I am your obedient servant,

W. SIMONS,
Naval Architect,
Port Warden.

Quebec, December, 1907.

QUEBEC, December, 1907.

Return of cattle shipped at the Port of Quebec during the season of 1907, with the name of steamer and amount of fees, if collected as in former years.

Year.	Name of Vessel.	Number of Cattle.	Amount for Cattle.
1907			
July 27	S. S. *Devona*	516	$ 7 74
		516	$ 7 74

Quebec, December, 1907.

W. SIMONS,
Port Warden,
Acting Inspector of live stock and fittings.

APPENDIX 19.

REPORT OF THE PORT WARDEN AT VANCOUVER, B.C., FOR THE YEAR ENDING DECEMBER 31, 1907.

VANCOUVER, B.C., January 14th, 1908.

COL. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR:—

I have the honour of submitting to you my annual report as Port Warden of the Port of Vancouver, B. C., for the year ending 31st December, 1907.

Amount of fees received for surveys of hatches and cargoes.....$594.00

I have the honour to be, Sir,

Your obedient servant,

MALCOLM McLEOD,

Port Warden.

APPENDIX 20.

REPORT OF THE PORT WARDEN AT SYDNEY, N.S., FOR THE YEAR ENDING DECEMBER 31, 1907.

SYDNEY, N.S., January 18, 1908.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—Herewith, I beg to hand you annual report of port warden's record of shipping at International Pier, N.S., for the year ending December 31, 1906.

All of which is respectfully submitted.

Your obedient servant,

NELSON H. TOWNSEND,

Port Warden.

Date.	Vessel's Name.	Master's Name.	Register Tonnage.	Cargo.
1907				
June 3..S.S.	Memnon	Purdon	2,046	General
" 3..	Bangor	Brown	2,201	Deals
" 4..	Nile	Brown	1,265	"
" 10..	Glenmount	Muir	1,246	Sheet rails
" 11..	Bangore Head	Finley	1,619	Timber
" 12..	W. Gothard	Gorthop	1,790	Deals
" 15..	Irene	Smith	1,070	"
" 21..	Shicklestad	Anelsen	1,116	"
" 22..	Chicklase	Harrison	1,547	"
" 24..	Valring	Wilhelmsen	1,366	Grain and General
	St. Andrews	Naven	1,893	Pulp wood
" 27..	Egremont Castle	Moodie	1,834	Phosphate rock and grain
" 28..	Beneta	Drean	1,839	Deals
" 30..	Stormont	Fraser	1,230	Sheet rails
July 2..	Prob	Hird	1,593	Deals
" 3..	Jokoto	Ommanney	1,969	General
" 5..	Canada Cape	Symons	2,794	General
" 8..	Almeriana	Hanks	1,824	Deals
" 16..	Montana	Morgan	2,611	Railroad sleepers
" 25..	Monarch	Clarc	4,776	General
" 28..	Glenmount	Muir	1,246	Sheet rails
" 29..	Bangor	Brown	2,201	Deals
August 5..	Yoruba	Davies	1,913	Lumber
" 11..	Stormount	McMaster	1,230	Steel rails
" 12..	Emanuel	Pohlsson	1,081	Deals
" 19..	Tapton	Traubs	2,300	Hard pine
" 29..	Atlanta	Burroughs	2,186	General
" 31..	Hollinside	Williams	1,713	Deals
Sept. 3..	Andoni	Hempson	2,034	Railroad ties
" 5..	Troutpool	Goldsworthy	2,110	Deals
" 7..	Glenmount	Muir	1,246	Steel rails
" 9..	Chatton	Leish	2,321	Timber
" 13..	Dahomey	Dutton	1,826	Lumber
" 16..	Lord Iveagh	Hempden	2,136	Deals
" 17..	Stormount	McMaster	1,231	Steel rails
" 27..	Bangor	Brown	2,201	Deals
Oct. 7..	Marietta de Georgia	Johnson	623	Deals
" 9..	Raven	Olsen	795	Pitch
" 12..	Regina	Madden	1,280	Steel rails
" 13..	Monarch	Clare	4,776	General
" 15..	Adansi	O'Toole	1,643	Deals
	Memnon	Purdon	2,046	Steel rails
" 22..	Bergenhus	Kahrs	2,344	Grain and lumber
" 26..	Parkwood	Butcher	1,102	Deals
" 27..	Montana	Edwards	2,612	Lumber
	Ulabrand	Krishiansea	1,269	Pitch
" 28..	Hirundo	Lovensen	1,343	Lumber
" 29..	Nancy Lee	Murchie	1,802	Pulp
" 30..	Dahomey	Murphy	1,825	General and lumber
Dec. 3..	Montenegro	Owens	2,856	General
" 12..	Yoruba	Davies	1,913	Coal
	Totals		948 33	Tons

I certify that the above is a true and correct record of the shipping at the Port of International

SESSIONAL PAPER No. 23.

Place from.	Place to.	Draft. Forward. ft.	in.	Aft. ft.	in.	Free Board. ft.	in.	Amount.
Montreal, Que	Cape Town, S. A	17	3	23	6	10	1½	$ 8 00
Chatham, N. B	Belfast, Ireland	21	10	22	4	6	7	8 00
Campbellton, N. B	Barry Docks, Eng	17	8	17	10	3	9	8 00
Sydney, N. S	Quebec, Que	18	8	19	9	4	1	8 00
Quebec, Que	Plymouth, Eng	20	10	22	5	7	6½	8 00
Pugwash, N, S	Manchester, Eng	20	0	20	9	3	10½	8 00
Matane, Que	Bristol, Eng	17	8		Mean draft			8 00
Campbellton, N. B	Brow Head, Eng	18	2		Mean draft			8 00
Gaspe, Que	Belfast, Ire	18	6	20	6	4	0	8 00
Montreal, Que	Hamburg, Germany	21	0		Mean draft			8 00
Chatham, N. B	Portland, U. S. A	18	5		Mean draft			8 00
Fernandina, Fla	Shettin, Germany	23	1	23	1	9	1	8 00
St. Catherines, Que	Glasgow, Scotland	20	1	20	1	4	0	8 00
Sydney, N. S	Quebec, Que	18	8	19	9	4	1	8 00
Newcastle, N. B	Manchester, Eng	19	6	20	5	3	0	8 00
Gaspe, Que	Nassau, B. I	18	8	21	2	6	6½	8 00
Montreal, Que	Cape Town, S. A	21	6	23	6	8	8	8 00
St. John, N. B	Manchester, Eng	21	4	22	11	7	8	8 00
Port Daniels, Que	Vera Cruz, Mo	18	6	21	0	10	3	8 00
Montreal, Que	Cape Town, S. A	26	5	26	10	7	11½	8 00
Sydney, N. S	Quebec, Que	18	8	19	9	4	1	8 00
Newcastle, N. B	Manchester, Eng	22	3	22	5	9	5	8 00
Campbellton, N. B	Buenos Ayres, Arg	17	2	19	7	9	10½	8 00
Sydney, N. S	Quebec, Que	18	8	19	9	4	1	8 00
English Bay, Que	Great Yarmouth, Eng		Mean draft			16	11	8 00
Pensacola, Fla	Leith, Scotland	22	8½	22	8½	5	0	8 00
Montreal, Que	Cape Town, S. A	21	0	21	0	8	0	8 00
Pugwash, N. S	Kinale, Eng	19	6	20	8	8	0	8 00
Bonaventure, Que	Jampico, Mo	19	6	19	6	7	2	8 00
New Mills, N. B	Brow Head, Eng	21	6	21	6	3	8	8 00
Sydney, N. S	Quebec, Que	19	9	18	8	4	1	8 00
Pensacola, Fla	Barrow-in-Furness,Eng.	21	8	23	7	5	0½	8 00
Barrachois, Que	Cape Frances, Cuba	20	10	20	7	7	3	8 00
Newcastle, N. B	Liverpool, Eng	11	0	22	0	6	9¼	8 00
Sydney, N. S	Quebec, Que	18	6	19	6	4	1	8 00
Newcastle, N. B	Dublin and Belfast, Ire.	20	10	20	10	10	11	8 00
Campbellton, N.B	White Haven, Eng	15	0½		Mean draft			8 00
Sydney, N. S	New York, U, S. A	16	0	16	10	2	7	8 00
Sydney, N.S.	Quebec, Que	13	9	154	8	8	8	8.00
Montreal, Que	Cape Town, S. A	25	1	22	7	9	9	8 00
Campbellton, N. B	Buenos Ayres, Arg	20	2½	19	1½	2	5	8 00
Sydney, N. S	Quebec, Que	23	4¼	24	0½	6	8½	8 00
Quebec, Que	London, Eng	21	2	23	3	5	5½	8 00
Chatham, N. B	Brow Head, Eng	14	9	16	10	4	8	8 00
Rimouski, Que	Buenos Ayres, Arg	21	3	23	8	7	8	8 00
Sydney, N. S	Antwerp, Belgium	18	9		Mean draft			8 00
Dalhousie, N. B	Rosario	19	6		Mean draft			8 00
Chicoutimi, Que	Manchester, Eng	19	5	20	4	5	5	8 00
Gaspe, Que	Nassau Baha Id	18	0	20	0	9	0	8 00
Montreal, Que	Cape Town, S. A	23	0½	23	0½	6	1	8 00
Sydney, N. S	Mexico, Mo	23	0	22	2	6	3½	8 00
								$408 00

Pier, Sydney, N. S., for the year ending the 31st day of December, 1907.

NELSON H. TOWNSEND,
Port Warden.

APPENDIX 21.

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N.B., FOR THE YEAR ENDING DECEMBER 31, 1907.

To LIEUT.-COL. GOURDEAU,
Deputy Minister of Marine and Fisheries,

SIR;—

I have the honour to submit my annual report for the year ending 31 Dec. 1907.

March 18—To survey on hatches, 3-mast Sch. *Greta*	$2.50
To survey on vessel's hull, with certificate	8.00
To assistance	5.00
March 25—To 2nd survey on Vessel's hull, with Certificate	5.00
To assistance	3.00
March 27—To survey on hatches, Sch. *Sam Slick*	2.50
	$26.00

The Sch. *Greta* parted her cables and drifted on to Minister's Island bar and strained considerably. I ordered that the vessel be re-caulked.

All dues collected for the year 1907.

JOHN WREN,
Port Warden.

St. Andrews, N. B., Jan. 24th, 1908.

APPENDIX 22.

REPORT OF THE PORT WARDEN AT WESTPORT, N.S., FOR THE YEAR ENDING DECEMBER 31, 1907.

MARCH 19th, 1908.

COL. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa,

SIR;—

I now make my report as Port Warden for Westport, N.S., for the year ended Dec. 31st, 1907. I was not called upon during the year consequently I had nothing to do. The S. S. Westport III, ran ashore coming in from St. John, N.B. Damage amounted to about $15.00.

I remain your obedient servant,

GEO. WELSH,
Port Warden.

APPENDIX 23.

REPORT OF THE PILOTAGE DISTRICT OF MONTREAL FOR THE YEAR ENDING DECEMBER 31, 1907.

21st December, 1907.

The Deputy Minister of Marine and Fisheries,
Ottawa.

REPORT ON MONTREAL PILOTAGE.

Sir,—

I have the honour to present a report of the working of the Montreal Pilotage for the year 1907

The offices in Montreal are situated on the water front at No. 223 Commissioners street. Captain James J. Riley is the superintendent; Mr. Omer Michaud is the assistant; Mr. Louis Pinoteau is the messenger.

The offices in Quebec are on Dalhousie street, opposite the Quebec Pilot's office and the Boatman's landing. Mr. Ulric Thibaudeau is the officer in charge.

At the close of the year 1906, the number of Branch Pilots on the roll for active service was fifty (50). On the 11th of January, 1907, Mr. Narcisse Perrault having reached the age of seventy (70) was superannuated, and on the 1st of April, 1907, Mr. J. Delavoie Frenette was promoted in his stead.

On the 11th of January, 1907, Mr. Joseph Edouard Pleau was dismissed for inebriety, and on the 20th of April, 1907, Mr. Fortunat Hamelin was promoted in his stead.

On the 1st of May, 1907, Mr. Nestor Arcand was found to be physically unfit for duty, and was placed on the pension list, and on the 3rd of July, 1907, Mr. Cyriac Gauthier was promoted in his stead, so that the number of Branch Pilots in active service has been maintained at fifty (50), and so remains at this date.

The amount earned by the Branch Pilots during the year 1907 was seventy-three thousand, eight hundred and sixty dollars and fifty-five cents ($73,860.55) (see Appendix 3) which shows the names of the Branch Pilots, their age, place of residence, date of branch, number of pilotages during the season to Montreal and intermediate ports, total number of trips, earnings on Montreal trips and on trips to intermediate ports, total amount of earnings and how employed—that is to say, whether on Special Service or Tour-de-Rôle.

The largest amount earned during 1907 by any one Branch Pilot was twenty-eight hundred and fifty-three dollars and twelve cents ($2,850.12), and the smallest was two hundred and thirty-five dollars and seven cents ($235.07).

The number of Branch Pilots on special service at the close of the season was thirty-nine (39) and on Tour-de-Rôle, eleven (11). The amount earned by the thirty-nine (39) Special Service men was sixty-eight thousand, five hundred and thirty-six dollars and ninety-two cents ($68,536.92), and by the eleven (11) Tour-de-Rôle men, five thousand, three hundred and twenty-three dollars and sixty-five cents ($5,323.65), an average of one thousand, eight hundred and ninety-three dollars and eighty-six cents ($1,893.86) for Special Service Pilots, and of four hundred and eighty-three dollars and ninety-seven cents ($483.97) for Tour-de-Rôle Pilots.

The standard of conduct on the part of the Pilots has been good and well maintained. Mr. Joseph Edouard Pleau was dismissed for inebriety, and Mr. Constant Toupin lost the work of the "Elder Dempster Co." for the same reason.

There have not been any charges of inefficiency against the Pilots, except in the case of Mr. C. Lyderic Bouillé, who was found in default for the stranding of S.S. "Montreal" of the C. P. R. Line, in Lake St. Peter, and who was mulcted in the sum of seventy-five dollars, to be paid in three (3) equal instalments.

(Appendix 2) shows the names of the ten (10) selected Apprentice Pilots, and a summary of their work on ocean vessels during the season 1907. Mr. J. B. Angers, who is No. 1 on this list, was passed during the year 1906, and Mr. D. J. Perrault, who is No. 2 on the list, was passed by a Board of Examiners convened for that purpose during this present month. These two men are to continue on the roll of Selected Apprentices until they are branched.

(Appendix 3) shows the full number of Apprentices in the order of their seniority.

(Appendix 4) shows the names of the persons who are receiving pensions from the Pilots' Superannuation Fund, and the amounts they each get every three months. There have been three names added to this list since the date of my last year's report.

The Pilots' Superannuation Fund is in the custody and under the administration of the Finance Department in Ottawa; this office serves as a disbursing agency only and renders an accounting for all monies received.

(Appendix 5) shows the number of vessels reported at this office, their total tonnage, number of masters and crews, and the number of inward passengers.

(Appendix 6) shows the changes that have been made in the By-laws of the Pilotage District of Montreal under authority of the Department, dated December 18th, 1907.

All respectfully submitted by your obedient servant,

JAMES J. RILEY,

Superintendent of Pilots.

SESSIONAL PAPER No. 23.

APPENDIX 1.

MONTREAL PILOTAGE OFFICE.

SELECTED APPRENTICE PILOTS FOR AND ABOVE THE HARBOUR OF QUEBEC.

Summary of the work of the ten Selected Apprentice Pilots for and above the Harbour of Quebec, showing the number of trips made with Branch Pilots on Ocean Steamers during the year 1907.

1. J. B. Angers, 2 trips. (Passed last year.)
2. D. J. Perrault, 3 trips. (Passed December 6th, 1907.)
3. F. X. Rivard, 14 trips. (Off duty, sick since July.)
4. Joseph Mayrand, 38 trips.
5. Napoléon Lachance, 51 trips.
6. Henri Bouillé, 44 trips.
7. Théode Perron, 38 trips.
8. Bona Dussault, all season on steamer "Imperial," by permission.
9. J. Arthur Arcand, all season on steamer "Vercheres," by permission.
10. Jules Brière, 44 trips.

APPENDIX 2.

Full list of Montreal Apprentice Pilots for and above the Harbour of Quebec, with particulars regarding them.

No.	Name of Apprentice.	Age.	Residence.	Date of License.
1	Angers, J. B.	27	Ste. Anne de la Pérade, Que.	August 16, 1899.
2	Perrault, David J.	27	Deschambault, P. Q.	August 16, 1899.
3	Rivard, F. X.	27	Grondines, P. Q.	August 16, 1899.
4	Mayrand, Joseph	26	Lachevretière, P. Q.	August 16, 1899.
5	Lachance, Napoléon	24	442 King St., Quebec	December 4, 1900.
6	Bouillé, Henri	23	Deschambault, P. Q.	December 4, 1900.
7	Perron, Théode	24	Deschambault, P. Q.	December 4, 1900.
8	Dussault, Bona	26	St. Marc des Carrières	December 4, 1900.
9	Arcand, Jos. Arthur	24	Champlain, P. Q.	December 4, 1900.
10	Brière, Jules	21	Portneuf, P. Q.	December 30, '03.
11	deVillers, Napoléon	21	Lotbinière, P. Q.	December 30, '02.
12	Marchand, Armand	20	Three-Rivers, P. Q.	December 30, '03.
13	Gosselin, Achille	22	Deschambault, P. Q.	December 30, '03.
14	Paquette, Donat	23	Grondines, P. Q.	December 30, '03.
15	Lacroix, Edmond	21	Contracœur, P. Q.	December 30, '03.
16	Houde, Thomas	22	St. Antoine, de Tilly, Que.	December 30, '03.
17	Marchand, Cyprien	21	1563 St. André St., Montreal.	December 30, '03.
18	Lacouture, Ludovic	25	St. Ours, P. Q.	December 30, '03.
19	Naud, Emilien	21	Deschambault, P. Q.	December 30, 03.
20	Perrault, Jos. Etienne	29	Deschambault, P. Q.	November 1, 1906.
21	Perron, Oscar	19	Deschambault, P. Q.	Waiting certificate
22	deVillers, Jos. Edmond	19	St. Louis de Lotbinière	Waiting certificate

JAMES J. RILEY,

Superintendent of Pilots.

MONTREAL, December 17th, 1907.

APPENDIX 3.—BRANCH PILOTS FOR AND

STATEMENT showing the number of Branch Pilots, for and above the Harbour of Quebec, during Special Service

No.	Name of Pilot.	Age.	Residence.	Date of Branch.	Remarks.
1	Naud, Onésime.....	66	Deschambault, Que...	Mar. 16, '70...	.....
2	Beaudet, Prudent...	67	36 Ste. Famille, Que...	Oct. 10, '70..	.....
3	Brunet, Célestin....	64	112 Desery St., Mont..	Feb. 28, '72..	.....
4	Groleau, Ulric.....	60	Grondines, P. Q.....	Oct. 30, '72..	.....
5	Auger, Cléophas....	61	Pointe Lévis, P. Q....	Sept. 22, '74..	Member of Committee
6	Labranche, Ferdin'd	60	Portneuf, P. Q.....	April 8, '75..	.....
7	Bouillé, Louis, Z...	58	Deschambault, P. Q...	Jan. 16, '78..	Secretary Committee.
8	Gauthier, Laurent...	56	Deschambault, P. Q...	Dec. 10, '79..	.....
9	Nault, Delavoie.....	54	Deschambault, P. Q..	Dec. 10, '79..	.....
10	Gauthier, Wilbrod..	54	Deschambault, P. Q...	Dec. 10, '79..	President Committee.
11	Dufresne, Georges....	58	Deschambault, P. Q...	Dec. 10, '80..	.....
12	Arcand, Norbert....	54	Champlain, P. Q.....	Dec. 10, '80..	Member of Committee
13	Bouillé, Tancrède....	53	Deschambault, P. Q...	Dec. 10, '80..	.....
14	Dussault, Joseph, G.	51	Dechcambault, P. Q...	Feb. 20, '84..	.....
15	Raymond, Wilfrid..	52	Deschambault, P. Q...	April 20, '88..	.....
16	Hurteau, Joseph P..	47	26 Duluth st., Montreal	Mar. 20, '89..	.....
17	Perrault, Edouard..	58	Deschambault, P. Q...	March 20, '89..	.....
18	Bouillé, C. Lydéric..	50	Three Rivers, P. Q.....	March 20, '89..	Member of Committee
19	Dussault, Honoré...	54	Ste. Pétronille, P. Q...	July 16, '89..	.....
20	Brière, Arthur.....	50	Portneuf, P. Q.....	April 28, '91..	.....
21	Perrault, Alexis.....	45	Deschambault, P. Q...	April 28, '91..	.....
22	Dufresne, Côme.....	47	Deschambault, P. Q...	June 23, '91..	.....
23	Nadeau, J. B.....—	48	Lévis, P. Q.....	April 11, '93..	.....
24	Naud, Aubert.....	54	Deschambault, P. Q...	July 11, '93..	.....
25	Dussault, Napoléon.	45	Deschambault, P. Q...	April 3, '94..	.....
26	Arcand, Barthélémi	45	Deschambault, P. Q...	April 3, '94..	.....
27	Bellisle, Prudent...	45	Deschambault, P. Q,..	April 3, '94..	.....
28	Arcand, Georges....	43	Deschambault, P. Q...	April 3, '94..	.....
29	Toupin, Constant...	41	Three Rivers, P. Q...	April 3, '94..	.....
30	Perrault, Georges...	42	Deschambault, P. Q...	Sept. 11, '94..	.....
31	Bouillé, Narcisse....	48	Deschambault, P. Q...	Oct. 9, '94..	.....
32	Léveillé, Joseph.....	44	Batiscan, P. Q.....	June 18, '95..	.....
33	Perron, Séverre.....	49	115 Chr. Colomb, Mont.	April 14, '96..	.....
34	Angers, Albéric.....	33	Ste. Anne de la Pérade.	March 14, '98..	.....
35	Belisle, Arthur.....	45	Deschambault, P. Q...	Sept. 20, '98..	.....
36	Hamelin, G. Théo.....	33	Grondines, P. Q.....	Sept. 20, '98..	.....
37	Perrault, Amthyme.	39	Deschambault, P. Q...	May 1, 1900..	.....
38	Raymond, J. N.....	38	Deschambault, P. Q...	Oct. 4, 1900....	.....
39	Bourassa, J. Henri...	30	Lévis, P. Q.....	April 16, '01..	.....
40	Paquin, E. Azarias..	35	18 du Pont st., Quebec.	June 13, '02..	.....
41	Labranche, J. Mel...	33	Portneuf, P. Q.....	June 13, '02..	.....
42	Paquet, Damien....	33	Grondines, P. Q.....	Feb. 4, '03..	.....
43	Gariépy, J. Arthur..	29	Lachevrotière, P. Q...	April 20, '03..	.....

ABOVE THE HARBOUR OF QUEBEC

the year 1907, their Age, Residence, Number of Pilotage, Earnings, and whether employed on or Tour-de-Rôle.

Number of trips to Montreal.		Number of trips to Intermediate Ports.		Total No. of Trips.	Earnings to Montreal.	Earnings to intermediate Ports.	Total Earnings.	Employed on Special Service or Tour-de-Rôle.
In.	Out.	In.	Out.					
3	1	2	2	8	$ 172 09	$ 118 71	$ 290 80	Tour-de-Rôle.
19	16	.....	.....	35	1,972 20	.....	1,972 20	C. P. R. Atlantic
1	7	5	8	21	256 63	355 54	612 17	Nova Scotia Steel & Coal Co.
3	3	1	1	8	203 25	56 51	259 76	Tour-de-Rôle.
20	16	.....	.....	36	2,051 10	.....	2,051 10	Donaldson Line.
20	18	.....	.....	38	2,119 35	.....	2,119 35	C. P. R. Atlantic.
16	17	.....	.....	33	1,899 47	.....	1,899 47	C. P. R. Atlantic.
27	19	.....	.....	46	2,853 12	.....	2,853 12	Allan Line.
23	23	.....	.....	46	2,449 65	.....	2,449 65	Dominion Coal Co.
25	25	.....	.....	46	2,822 08	.....	2,822 08	Allan Line.
15	15	.....	.....	30	931 03	.....	931 03	Quebec S. S. Co.
22	22	.....	.....	44	2,344 03	.....	2,344 03	Dominion Coal Co.
22	24	.....	1	47	2,690 38	44 63	2,735 01	Allan Line.
17	16	2	1	36	1,572 75	95 80	1,668 55	Dominion Coal Co.
15	15	.....	.....	30	1,699 31	.....	1,699 31	Thomson Line.
17	16	2	2	37	1,652 73	119 59	1,772 32	Dominion Coal Co.
14	14	.....	.....	28	1,513 44	.....	1,513 44	Manchester Line'
16	12	.....	.....	28	1,586 95	.....	1,586 95	C. P. R. Atlantic.
4	5	.....	2	11	369 34	69 13	438 47	Manchester Line.
17	16	.....	3	36	1,550 44	101 07	1,651 51	Head Line.
18	20	.....	.....	38	2,396 29	.....	2,396 29	Dominion Line.
20	24	.....	1	45	2,003 80	33 40	2,037 20	Hamburg American first, then later Elder Dempster Co.
6	1	1	1	9	199 75	35 32	235 07	Tour-de-Rôle.
17	27	.....	.....	44	2,462 68	.....	2,462 68	Allan Line.
13	14	.....	.....	27	1,558 04	.....	1,558 04	Thomson Line.
11	12	.....	.....	23	838 75	.....	858 75	Intercolonial Coal Mfg. Co.
16	16	2	2	36	1,576 34	126 73	1,703 07	Dominion Coal Co.
18	17	.....	.....	35	1,349 46	.....	1,349 46	Acadia Coal Co.
6	2	.....	.....	8	384 60	.....	384 60	Elder Dempster Co. first, then later Tour-de-Rôle.
19	19	.....	.....	38	2,311 84	.....	2,311 84	Leyland & Dominion Line.
7	5	1	1	14	416 06	48 13	464 19	Tour-de-Rôle.
13	14	.....	.....	27	1,582 18	.....	1,582 18	Thomson Line.
17	17	1	1	36	1,651 09	60 47	1,711 56	Dominion Coal Co.
21	19	.....	.....	40	2,455 70	.....	2,455 70	Dominion Line.
5	2	2	1	10	218 47	62 53	281 00	Tour-de-Rôle.
17	17	2	2	38	1,668 88	131 69	1,800 57	Dominion Coal Co.
5	5	.....	.....	10	440 82	.....	440 82	Tour-de-Rôle.
5	4	.....	.....	9	316 70	.....	316 70	Tour-de-Rôle.
21	19	1	1	42	1,793 42	65 91	1,839 33	Dominion Coal Co.
20	15	8	7	50	1,513 26	469 71	1,982 97	Nova Scotia Steel & Coal Co.
10	8	1	1	20	825 87	74 38	900 25	The Crown Boats Line Co.
5	3	.....	.....	8	332 60	.....	332 60	Tour-de-Rôle.
16	15	3	3	37	1,453 81	184 90	1,638 71	Dominion Coal Co.

BRANCH PILOTS FOR AND ABOVE THE

STATEMENT showing the number of Branch Pilots, for and above the Harbour of Quebec, during
Special Service

No.	Name of Pilot.	Age.	Residence.	Date of Branch.	Remarks.
44	Gagnon, Albert.....	31	Three Rivers, P. Q...	Nov. 30, '03..	.....
45	Frenette, J. Oswald	31	Portneuf, P. Q..W....	March 26, '06..	.....
46	Hamelin, Chs. B....	27	Champlain, P. Q.....	June 8, '06..	.....
47	Perron, Tancrède...	30	Deschambault, P. Q...	Dec. 1, '06 ..	.....
48	Frenette, J. Dela....	30	Portneuf, P. Q.....	April 1, '07..	.....
49	Hamelin, Fortunât .	30	Deschambault, P. Q...	April 20, '07..	.....
50	Gauthier, J. Cyriac..	27	1235 Sanguinet st., Montreal.....	July 3, '07..	.....

Perrault, Narcisse, was superannuated on the 11th day of January, 1907, and replaced by J. Dela-
Pleau, Joseph Edouard, was dismissed on the 11th day of January, 1907, and replaced by For—
Arcand, Nestor, was superannuated on the 1st day of May, 1907, and replaced by J, Gto. Cryiac

MONTREAL PILOTAGE OFFICE, December 17th, 1907.

HARBOUR OF QUEBEC—*Continued.*

the year 1907, their Age, Residence, Number of Pilotage, Earnings, and whether employed on or Tour-de-Role.

Number of trips to Montreal.		Number of trips to intermediate Ports.		Total No. of Trips.	Earnings to Montreal.	Earnings to intermediate Ports.	Total Earnings.	Employed on Special Service or Tour-de-Rôle.
In.	Out.	In.	Out.					
10	12	.....	.....	22	857 72	.....	857 72	Inverness Ry. & Coal Co.
17	18	.....	.....	35	1,471 14	.....	1,471 14	Dominion Coal Co.
16	20	2	1	39	1,298 02	93 34	1,391 36	Tour-de-Rôle, first, then later, Hamburg American Line.
16	20	.....	.....	36	2,055 58	.....	2,055 58	Donaldson Line.
15	15	.....	.....	30	1,052 76	.....	1,052 76	Dobell Line.
17	22	.....	.....	39	1,191 65	.....	1,191 65	Tour-de-Rôle.
15	20	.....	1	36	1,112 94	13 50	1,126 44	Tour-de-Rôle.
					$71,499 56	$2,360 99	$73,860 55	

voie Frenette, April 1st, 1907.
tunât Hamelin, April 20th, 1907.
Gauthier, July 3rd, 1907.

JAMES RILEY,
Superintendent of Pilots.

APPENDIX 4.

LIST OF PENSIONERS OF THE MONTREAL DECAYED PILOTS FUND.

Amount payable each quarter.

No.	Name.	Residence.	Amount.
1	Widow David L. Bouillé	Deschambault, P. Q	$ 29 33
2	" Athanase Dufresne	Deschambault, P. Q	37 33
3	" Victor Gagnon	Champlain, P. Q	37 33
4	" Alexis Gauthier	Deschambault, P. Q	32 00
5	" Octave J. Hamelin	Deschambault, P. Q	37 33
6	" Joseph Léveillé	Hospice Auclair, Montreal	37 33
7	" Adolphe Lisé	16 Drummond St., Montreal	37 33
8	" David Mathieu	73 Fabre St., Montreal	32 00
9	" Edouard Naud	Sorel, P. Q	32 00
10	" Jean Nault	Deschambault, P. Q	32 00
11	" Elzéar Bellisle	Deschambault, P. Q	37 33
12	" Zéphirin Bouillé	Deschambault, P. Q	37 33
13	" Cyrille Bélisle	82 Visitation St., Montreal	29 33
14	" Joseph Pleau	Ste. Anne de la Pérade, P. Q	37 33
15	" Joseph Toupin	Champlain, P. Q	32 00
16	Heirs Josaphat Sauvageau, care of F. X. Gauthier, tutor	Deschambault, P. Q	29 33
17	Deceased Pilot Jean Arcand	Deschambault, P. Q	75 00
18	" Cyrille Bellisle	Deschambault, P. Q	75 00
19	" L. A. Bouillé	Deschambault, P. Q	75 00
20	" Philippe Belanger	Lotbinière, P. Q	75 00
21	" Joseph Chandonnet	Lévis, P. Q	75 00
22	" François, Desjordy	Lavaltrie, P. Q	75 00
23	" Pierre Gagnon	Three-Rivers, P. Q	75 00
24	" Louis Mayrand	Ste. Anne de la Pèrade, P. Q	75 00
25	" Augustin Naud	St. Marc des Carrières, P. Q	75 00
26	" Liboire Perrault	Deschambault, P. Q	75 00
27	" Trefflé Toupin	Lac Bouchette, P. Q	75 00
28	" Alfred Frenette	Portneuf, P. Q	75 00
29	" Gédéon Groleau	Grondines, P. Q	75 00
30	" Alfred St. Amant	Deschambault, P. Q	75 00
31	" Néré Bellisle	Deschambault, P. Q	75 00
32	" Narcisse Perault	Deschambault, P. Q	75 00
33	" Nestor Arcand	Deschambault, P. Q	75 00

JAMES J. RILEY,

Superintendent of Pilots.

APPENDIX 5.

Number of Vessels reported to this office	749
Total tonnage of these vessels	1.932,236
The number of masters and crews was	449,02
Number of passengers brought	75, 650

JAMES J. RILEY,

Superintendent of Pilots.

APPENDIX 6.

Alterations and additions to By-laws of the Montreal Pilotage District, authorized by the Department, under date December 18th, 1907.

Add to By-law 12: "And that the number of trips made by each of the Selected Apprentices, with Branch Pilots, shall not be less than (50) fifty in each season of navigation."

Add to By-law 8: "Let the voyages to sea count at any time during the apprenticeship, but that the number of sea voyages be not less than three (3), each one to be made in a separate winter."

Alter By-law 43. The number of Pilots shall be (50) fifty instead of (55) fifty-five, as at present, and also the French edition is to be altered to read (50) fifty, instead of (25) twenty-five, as at present.

Instructions regarding number of Selected Apprentices:

"The number of Selected Apprentices will be made (7) seven, instead of (10) ten, as at present; but this alteration will not be made until three of the present (10) ten have been promoted.

JAMES J. RILEY,

Superintendent of Pilots.

APPENDIX 24.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE YEAR ENDING DECEMBER 31, 1907.

QUEBEC, December 31st, 1907.

To the Honourable Minister of Marine and Fisheries,
Ottawa.

Sir,—

I have the honour to enclose you a report of the Corporation of Pilots for and below the Harbour of Quebec for the year 1907.

Four pilots have been put on the pension list, namely:—

Mr. Joseph Larochelle, No. 50, licensed October 23rd, 1879, pensioned June 19th, 1907.

Mr. Hubert Raymond, licensed February 20th, 1863, pensioned April 1st, 1907.

Mr. Ls. Ed. Morin, No. 1, licensed March 7th, 1882, pensioned September 1st, 1907, having served a long and honourable term.

Mr. Pierre Gobeil, No. 27, licensed April 4th, 1871, pensioned November 1st, 1907.

Previous to the opening of navigation, all the Pilots have been examined by Dr. Page for eyesight. One pilot, Mr. Elzéar Desrosiers, has not yet passed, but he is under Dr. Page's treatment, and has not piloted this season.

SERVICE OF THE PILOTAGE STATION AT FATHER POINT.

At the end of April, one of the Directors left with pilots for Father Point, whose duty is to see that there are pilots enough on the station to supply the incoming ships and keep the log-book and bill of board of pilots on duty.

Mr. Prudent Marmen, No. 69, was suspended from the list of Pilots for the remainder of the season, and he is not to pilot ships till I receive instructions from the Department.

Mr. Moise Godbout, No. 73, suspended for one month for the reason that he was unable to take his turn.

We were fully advised by the agent, Mr. J. U. Gregory, of all defects in buoys or lights between Father Point and Quebec, and I may say that all pilots did their best to report immediately on their arrival any defect in the river.

Humbly submitted.

ALFRED LAROCHELLE,

Superintendent of Quebec Pilots.

SESSIONAL PAPER No. 23.

BRANCH PILOTS FOR AND BELOW THE HARBOUR OF QUEBEC ACCORDING TO SENIORITY.

No.	Name.	Pilotages Effected.	Age	Residence.
1	Louis Edmond Morin, pension 1st September.....	.....	69	Quebec.
2	Edmond Larochelle, Sag. Tour-de-Rôle.....	11	64	St. Michel, Bellechasse,
3	Adelne Pouliot, Tour-de-Rôle.....	9	68	St. Laurent, Orleans.
4	Bart. Pepin dit Lachance, Dominion Coal	27	62	St. John, Orleans.
5	Frs.-Xav. Delisle, Office Keeper Light.....		62	Quebec.
6	D. Eugène Boulanger, Sag. T. R.....	9	64	Montmagny.
7	Charles Normand, Dominion Coal.....	27	61	Quebec.
8	Napoléon Rioux, T. R.....	8	62	Quebec.
9	Ray. Baquet dit Lamontagne, C. P. R. Line.....	38	62	Notre Dame
10	Frs.-Xav. Lamarre, Sag. C. T. R.....	9	61	St. Valier.
11	Moise Pouliot, T. R.....	12	59	St. John, Orleans.
12	Paul Gobeil, T. R.....	9	61	St. John, Orleans.
13	Chs. Alarie Raymond, director.....		59	Quebec.
14	Victor Vézina, Thomson Line.....	33	62	Quebec.
15	L. B. O. Larochelle, Allan Line.....	36	60	St. Michel, Bellechasse.
16	Chs. Hermie A. Bernier, T. R.....	8	62	St. Michel, Bellechasse.
17	Louis Robert Demers, Capt. "Campana".....	28	61	Quebec.
18	Joseph G. Dupil, Turbiner "Victorian," Allan Line.	42	60	Quebec.
19	Joseph Fortier, T. R.....	12	63	St. John, Orleans.
20	Nestor Lachance, Head Line.....	19	61	St. John, Orleans.
21	Joseph Lapointe, Sag. C. T. R.....	8	64	St. Laurent, Orleans.
22	Pierre Pepin dit Lachance, Dominion Coal.....	27	58	Montreal.
23	Isiode Noel, T. R.....	9	57	St. John, Orleans.
24	Alfred Larochelle, superannuated 1st June.....	2	57	St. Michel, Bellechasse.
25	Théophile Corriveau.....	28	60	Quebec.
26	Elzéar Godbout, T. R.....	10	59	Quebec.
27	Pierre Gobeil, pension.....	5	59	St. John, Orleans.
28	Théodule Pepin dit Lachance, Dominion Coal.....	27	62	Montreal.
29	Achille Trefflé Simard, Head Line.....	39	56	St. Joseph, Levis.
30	Narcisse Lavoie, Sag. C. T. R.....	10	58	St. Luce, Rimouski.
31	Joseph Emilie Couillard, T. R.....	9	56	Quebec.
32	Louis Albert Royer.....	9	62	Quebec.
33	Onésime Noel, Thomson Line.....	28	55	St. John, Orleans.
34	Napoléon Baillargeon, T. R.....	9	57	Quebec.
35	Frs. X. Demeules, Manchester Line.....	33	55	St. John, Orleans.
36	Louis Honoré Lapierre, Sag. T. R.....	11	57	Notre Dame, Levis.
37	Jos. Eugène Lachance, T. R.....	10	53	Quebec.
38	Théophile St.-Laurent Dominion Coal.....	33	56	Quebec.
39	Joseph Victor Gourdeau, T. R.....	12	60	St. Petronille, Orleans.
40	Louis Trefflé Delisle, T. R.....	12	53	Trois Pistoles.
41	J.-Bte. Couillard, T. R.....	11	56	Cap St. Ignace.
42	J. E. Bonaventure Lavoie, T. R.....	10	55	St.Anne.
43	Adjutor Baillargeon, Manchester Line.....	38	53	Quebec.
44	Samuel Rioux.....	2	54	Quebec.
45	Charles Octave Clavet, Dominion Coal.....	27	53	St. Michel, Bellechasse
46	Paul Lachance, Sag. C. T. R. (suspended to the 1st July, 1907).....	9	51	Quebec.
47	Arcadius Jouvin, Sag. C. T. R.....	11	49	St. Luce, Rimouski.
48	Paul Lachanee, Allan Line.....	44	52	Quebec.
49	Joseph Pouliot, director.....	.....	51	St. John, Orleans.
50	Joseph Larochelle, pension.....	.....	50	St. Michel, Bellechasse.
51	Adjutor Lachance C. P. R. Line.....	36	49	Quebec.
52	Frs. Gaudreau, C. P. R. Line....—.....	36	56	Quebec.
53	Arthur Kœnig.....	11	56	L'Islet.
54	Eugéne Anctil, Sag. Tour-de-Rôle.....	13	48	Quebec.
55	David Dumas, T. R.....	9	54	Notre Dame, Levis.
56	Joseph Lachance., Sag. T. R.....	8	53	St. Laurent, Orleans.
57	Alphonse Pouliot, director.....	.....	55	Château Richer.
58	Elzéar Normand, T. R.....	8	48	Cap St. Ignace.
59	Jean-Bte Bernier, Donaldson Line, Sag.....	35	48	L'Islet.

BRANCH PILOTS FOR AND BELOW THE HARBOUR OF QUEBEC ACCORDING TO SENIORITY.—*Con.*

No.	Name.	Pilotages Effected.	Age	Residence.
60	Joseph Paquet	11	46	Quebec.
61	Jean A. Lachance, Sag. T. R	10	45	Quebec.
62	Arthur Baillargeon	9	50	Quebec.
63	Joseph Vézina, Dominion Line	29	46	Quebec.
64	Hermenegilde Guénard, Sag. T. R	10	49	Montmagny.
65	Elzéar Desrosiers (not yet passed)		54	Quebec.
66	Joseph A. Irvine, captain of White Island light ship		51	Green Island.
67	Frédéric Bouffard, T. R	11	50	St. Laurent, Orleans.
68	Jules Asselin, Dominion Line	24	46	Quebec.
69	Prudent Marmen, suspended	5	48	Beauport.
70	Lucien Lachance, Thomson Line	30	46	Quebec.
71	Camille Bernier, Dominion Line	33	49	Quebec.
72	Moise Blouin, T. R	9	56	Quebec.
73	Moise Laurent Godbout, T. R	9	47	Quebec.
74	Alfred Gaudreau, T. R	9	54	Cap St. Ignace.
75	Alfred Raymond, Head Line	14	46	Quebec.
76	Philéas Lachance, Manchester Line, Sag	34	47	St. John, Orleans.
77	Joseph H. Talbot, director and president	6	45	Berthier.
78	Moise Arthur Lachance, T. R	9	44	Quebec.
79	Louis Frs. Thivierge, director		41	Quebec.
80	Joseph Emile Lachance, T. R	10	41	St. John, Orleans.
81	Alphonse Asselin, T. R	11	42	Quebec.
82	Edmond Larochelle, captain Lady Evelyne		St.	Michel.
83	Joseph Plante, T. R	9	41	St. Paul's Bay.
84	Alphonse Paquet, T. R	13	41	Quebec.
85	Adélard Bernier, C. P. R. Empress Line	38	46	Quebec.
86	Jean-Bte. Pouliot, Donaldson Line	35	37	St, John, Orleans.
87	Joseph Thivierge, Allan Line	30	38	Quebec.
88	Léonidas Lachance, Sag. T. R	9	37	St. John, Orleans.
89	Eudore, Langlois, Sag. T. R	9	45	Quebec.
90	Joseph Deslile, T. R	11	33	St. John, Orleans.
91	Jules Lachance, Dominion Coal	26	23	St. John, Orleans.
92	Auguste Santerre, Allan Line	33	24	St. Michel, Bellechasse.
93	Arthur Larochelle, T. R	9	26	St. Michel, Bellechasse.
94	Raoul Lachance, Elder Dempster Line	23	26	St. Joseph, Levis.
95	William Langlois, Dominion Co	29	27	Quebec.
96	Ernest Bernier, T. R	9	32	St. Michel, Bellechasse.
97	Arthur Baquet. T. R	9	24	Notre Dame, Levis.
98	Jules Lamarre, T. R	9	23	St. Valier.
99	George Larochelle, T. R	10	24	Quebec.
100	Adélard Delisle, T. R	10	27	Quebec.
101	Pierre L. Lachance, Dominion Coal	30	23	St. Michel, Bellechasse.
102	Alexandre Larochelle, Elder Dempster Line	25	23	St. Michel, Bellechasse.
103	Joseph A. Dupil, T. R	9	23	St. Jean Port Joli.
104	Arthur Paquet, T. R	9	31	St. John, Orleans.

OFFICERS OF THE BOARD:—

ALPHONSE POULIOT, Director.
CHARLES RAYMOND, Director.
JOSEPH POULIOT, Director.
LOUIS THIVERGE, Director.
JOSEPH H. Talbot, President.
F. X. DIXON, Secretary-Treasurer.
PH. LAMONTAGNE, Assistant Secretary-Treas.

QUEBEC, December 31st, 1907.
Certified.

ALFRED LAROCHELLE,
Superintendent of Quebec Pilots.

SESSIONAL PAPER No. 23.

DECAYED PILOTS' FUND, QUEBEC.

QUEBEC, 30th December, 1907.

LT.-COL. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to transmit a detailed statement, in duplicate, of the moneys received and expended by the Decayed Pilots' Fund of Quebec for the past year; also a similar statement, in duplicate, of the moneys received and expended by the Corporation of Pilots; all of which have been revised and attested.

The total amount received by the Corporation of Pilots for pilotage was	$ 120,639 72
The total expenditure, including the 7% deposited in the Fund	22,567 05
Leaving a net balance of	$ 98,072 67
Giving each a net dividend of	1,035 00
Twenty-three foreign vessels paid in	1,477 89
And 808 British vessels paid in	119,161 83
	$ 120,639 72

All of which is humbly submitted.

(Sgd.) F. X. DION,
Secretary-Treasurer.

F. X. Dion, in current account with the Corporation of Pilots of Quebec to December 31, 1907.

DR.

To balance of 1906			$ 796 16
Reserve Fund			3,500 00
Customs, Montreal			10,365 25
" Three Rivers			891 54
" Sorel			1,685 48
" Chicoutimi			1,452 13
" St. Thomas			240 04
" Rimouski			193 45
" Escoumains			74 55
" Rivière du Loup			179 88
" Ste. Catherine			259 08
	of 1906	$ 120 27	
Interest paid		27 80	
			92 47
	1907		153 90
Lost time			1,298 94
rent, balance of 1906		$ 298 00	
Rent, 1907		896 00	
			1,194 00
Board at Father Point, balance	1906		780 45
	1907		1,954 00
Pilotage collected at Quebec			105,920 10
			$ 131,031 42

Cr.

By expenses of pilots	$ 758 08	
	2 75	
		755 33
general expenses		982 22
indemnity to directors		600 00
legal advisers		200 00
Insurance		41 70
pilotage remitted		621 78
board at Father Point		2,187 75
salaries of employees		1,550 00
decayed pilots' fund		8,437 80
Rent:—Chouinard Estate		600 00
contribution and special dues		218 50
heating and lighting		77 50
pilots pensioned		10,000 00
interest paid on loans		180 00
reserve fund		2,000 00
dividends		102.015 00
balance		563 84
		$ 131,031 421

(Sgd.) F. X. DION,
Secretary-Treasurer.

Quebec, 31st December, 1907.

N. B.—We, the undersigned, officially appointed to examine the books and accounts of the Corporation of Pilots of Quebec, certify to having carefully examined them and found them correct.

(Sgd.) R. BAQUET,
ARTHUR BAILLARGEON,
Auditors.

(Sgd.) J. A. LABRECQUE,
Accountant.

SESSIONAL PAPER No. 23.

STATEMENT of the Moneys Received and Expended by the Corporation of Pilots for the Decayed Pilot Fund of Québec, during the year 1907.

RECEIPTS.

To Balance of 1906		$ 7,347.86
Contribution of Pilots		8,437.80
Interest on investments		4,707.75
" from Savings' Bank		267.66
St. Romuald Fabrick, remitted on loan		2,000.00
St. Valier Fabrick, remitted on loan		2,000.00
Thomas Gray, remitted on loan		1,100.00
		$25,861.07

EXPENDITURE.

By Pensions	$11,447.36	
Relief	350.00	
Salaries	550.00	
Loan to St. Prime Trustees	7,000.00	
Deposits in Savings Banks	6,430.20	
Balance on hand	83.51	
		$25,861.07

RELIEF.

By Laurent Godbout, to 1st Feb. '07		$50.00
George Dugas		50.00
J. Bte. Tremblay		50.00
Elzear Desrosiers, 10 April to 10 December, 1907		133.34
Samuel Rioux, from Sept. 1, '07		66.66
		$350.00

PENSIONERS AT THE EXPENSE OF THE FUND.

Amount paid to each during the year from November 1, 1906 to the 1st November, 1907, inclusive. The whole paid from January 1, 1907 to December 31, 1907.

3 PILOTS AT $300.00

Pensioned:

Raymond, Hubert. April 10, '07	$ 168.00
Larochelle, Joseph, June 19, '07	109.23
Morin, Ls., Ed, Sept. 1, 1907	50.00
	$327.23

17 PILOTS AT $216.

Genest, Edouard	$216.00
Brown, Joseph	216.00
Pouliot, Joseph	216.00
Gravel, Joseph	216.00
Lachance, Moise	216.00
Audet, Cyrille	216.00
Paquet, Paul	216.00
Normand, George	216.00
Couillard, Jas. Phil	216.00
Chamberland, Ephrem	216.00
Delisle, Nazaire	216.00
Brown, Charles	216.00
Lachance, Numa, died Apr. 21, '07	102.55

Pensioned:

Bouffard, Arthur, Oct. 24, 1906	220.11
Godbout, Laurent, Feb. 1, 1907	162.00
Tremblay, J. Bte, Feb. 1, 1907	162.00
Dugas, Georges, Feb. 1, 1907	162.00
	$3,400.66

1 PILOT AT $196.

Chouinard, Thomas	$ 196.00

1 PILOT AT $176.

Lapointe, Cyrille	$ 176.00

1 PILOT AT $158.

Raymond, Leandre, died July 3, '07	$ 106.28

1 PILOT AT $100.

Forbes, James, died March 2, 1907	$ 33.85

WIDOWS.

27 WIDOWS AT $116.

Widow Bernier, J. Bte	$ 116.00
" Bouffard, David, died, March 3, 1907	39.23
" Dufrésné, Jeremie	116.00
" Caron, Maximin	116.00
" Damours, David	116.00
" Delisle, Magloire, died April 22, 1907	56.11
" Despres, Auguste	116.00
" Gobeil, Antoine	116.00
" Langlois, Paul	116.00
" Gobeil, Jean	116.00
" Lapointe, Antoine	116.00
" Pouliot, J. Bte	116.00
" Menard, Regis	116.00
" Paquet, Joseph	116.00
" Pouliot, Jean	116.00
" Dumas, Charles, ac	87.00
" Dumas, François	116.00
" Vaillancourt, Alex	116.00
" Vezina, Charles	116.00
" Adam, J. E	116.00
" Baquet, Annibal	116.00
" Demers, Victor	116.00
" Pouliot, Joseph	116.00
" Damours, Achille	116.00
" Pelletier, Charles, died January 18, 1907	21.51

Pensioned·

Widow Langlois, Cyprien, Nov. 6 '07	114.11
" Lachance, Numa, Apr. 21, '07	60.64
	$2,814.60

STATEMENT of the Moneys Received and Expended by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1907.

11 WIDOWS AT $112.

Widow	Gourdeau, Theop.	$ 112.00
"	Delisle, Jean	112.00
"	Morency, Jos., died August 14, 1907	88.36
"	Lachance, Joseph	112.00
"	Forgues, Narcisse	112.00
"	Delisle, F. W	112.00
"	Lemieux, Pierre	112.00
"	Ruellard, Pierre, Arr	28.00
"	Ruellard, Pierre, Arr	112.00
"	Lamarre, Jean, Frs	112.00
"	Patoine, J. Bte	112.00
"	Curodeau, Naz., pensioned from Nov. 20, 1906	108.85
		$1,233.21

6 WIDOWS AT $110.

Widow	Doiron, Eustache	$ 110.00
"	Demers, Ed., died Jan. 10, 1907	18.85
"	Fortin, Nicholas	110.00
"	Després, Georges	110.00
"	Sansterre, Adelard	110.00
"	Paquet, Paul	110.00
		$ 568.85

7 WIDOWS AT $106.

Widow	Curodeau, Pierre, Arrears	$ 26.50
"	Curodeau, Pierre, ac	79.50
"	Bernier, Jos., F. X	106.00
"	Pauliot, Paul	106.00
"	Mercier, Magloire	106.00
"	Langlois, Phileas	106.00
"	Labrecque, Leon	106.00
"	Pouliot, Napoléon	106.00
		$ 742.00

7 WIDOWS AT $100.

Widow	Fournier, Amable	$ 100.00
"	Glynn, Dennis	100.00
"	Noel, Henri	100.00
"	Ross, Pierre	100.00
"	Langelier, Fabien	100.00
"	Dion, Alfred	100.00
"	Dion, Joseph	100.00
		$ 700.00

4 WIDOWS AT $96.

Widow	Levesque, Joseph	96.00
"	Pineau, Benj	96.00
"	Lachance, Ovide	96.00
"	Pelletier, David	96.00
		384.00

1 WIDOW AT $80.

Widow	Turgeon, Edouard	80.00

2 WIDOWS AT $68.

Widow	Morency, Guil	68.00
"	Dallaire, Napoleon	68.00
		136.00

3 WIDOWS AT $64.

Widow	Coté, Magloire	64.00
"	Turgeon, Alfred	64.00
"	Caron, Fabien, died Feb. 26, 1906	4.68
		132.68

CHILDREN.

Child	Dugos, Jean	30.00
"	Forbes, Isaac, 2	56.00
"	Giroux, Jean	30.00
"	Langlois, Joseph	30.00
"	Toupaint, Pierre	30.00
"	Plante, Joseph	30.00
"	Noel, François	30.00
"	Chouinard, Charles	30.00
"	Gobeil, Jean	30.00
"	Babin, Damase	30.00
"	Descombes, Pierre	30.00
"	Talbot, J. Bte	30.00
"	Larochelle, Laurence	30.00
		416.00

RECAPITULATION OF PENSIONS

3	Pilots at	$ 300	327.23
17	"	216	3,400.66
1	"	196	196.00
1	"	176	176.00
1	"	158	106.28
1	"	100	33.85
24	Pilots.		
27	Widows at	$ 116	2,814.60
11	"	112	1,233.21
6	"	110	568.85
7	"	106	742.00
7	"	100	700.00
4	"	96	384.00
1	"	80	80.00
2	"	68	136.00
3	"	64	132.68
68	Widows.		
14	children at	30	416.00
106	Pensioners		$11,447.36

N. B.—We, the undersigned, officially appointed to examine the books and accounts of the Decayed Pilots' Fund of Quebec, certify to having examined them carefully and verified the amounts deposited in the Savings Banks; the whole being found correct.

(Sgd.) JOSEPH PAQUET ,
JOSEPH VEZINA,
J. A. LABRECQUE,
Accountants.

STATEMENT of the Moneys Received and Expended by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, for the year ending 1907.

DR.

RECEIPTS–DETAILS.

To balance of 1906	$ 7,347.86
Trustees of Quebec Roads, one qr.'s interest on $22,800 to July,1 1907	1,368.00
debentures of city of Quebec, Class B, $9,000 at 7%	630.00
Treasury Dept., 1 year's interest on $20,000 at 5% to July 1, 1907	1,000.00
Corporation of Pilots: Interest on $4,500 at 4%	180.00
St. Fulgence Fabrick, $1,000 at 5%	50.00
St. Valier Fabrick, remitted on capital	2,000.00
St. Valier Fabrick, interest to 17th August, at 4%	506.00
St. Romuald Fabrick, remittance on capital	2,000.00
St. Romuald Fabrick, interest on $21,000 at 4%	840.00
Thomas Gray, remitted on capital	1,100.00
Thomas Gray, interest at 5% to 13 December, 1907	133.75
Interests in savings banks	267.66
Contributions of Pilots	8,437.80
	$25,861.07

CR.

By relief and pensions paid during the year 1907:	
Relief	350.00
arrears of pensions	54.50
quarter ended 31 Jan., 1907	2,778.78
quarter ended 30th April, 1907	2,893.99
quarter ended 31st July, 1907	2,858.59
quarter ended 31st Oct., 1907	2,861.50
Loan to Trustees of St. Prime	7,000.00
Salaries of Sec.-Treas. and Asst.	550.00
Deposits in savings banks, Bk. Nationale and Bk. de Québec	6,430.20
Balance on hand	83.51
	25,861.07

STATEMENT OF FUND.

Moneys loaned	95,000.00
Moneys in savings banks: Banque Nationale and Quebec	6,430.20
Moneys on hand	83.51
	101,513.71
Deduct arrears due	85.50
Capital net	101,428.21

QUEBEC, 30th December, 1907.

(Sgd.) F. X. DION,

Secretary-Treasurer.

APPENDIX 25.

REPORT OF THE PILOTAGE AUTHORITY OF NEW WESTMINSTER, B.C., FOR THE YEAR ENDING DECEMBER 31, 1907.

NEW WESTMINSTER, B. C., February 16th, 1908.

F. GOURDEAU, Esq.,
Deputy Minister of Marine,
Ottawa.

Sir,

I herewith enclose you a report of the Pilotage Commissioners for the Port of New Westminster, B. C., for the year ending December 31, A. D. 1907.

Respectfully submitted.

F. P. MAXWELL,
Secretary.

Name of Pilot:
James W. Rogers, age 41, serving full district.
No. of vessels reported liable to pay pilotage.

	Inwards.	Outwards.
British sailing vessels	2	3
" steam vessels	3	5
Foreign steam vessels	5	6
" sailing vessels	2	2
	12	16

Nationality of above vessels reported inwards:

British	5
American	3
Norwegian	3
German	1
	12

Total amount received for pilotage services for the year, as follows:—

For British vessels	$ 579 00
For Foreign vessels	390 00
	$ 969 00

Rates of Pilotage for the District are as follows:—

For vessels under sail	$4.00	per foot.
For vessels under steam,	1.50	"
For vessels in tow of a steamer	2.00	"

Respectfully submitted.

F. P. MAXWELL,
Secretary.

APPENDIX 26.

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE YEAR 1907.

TOTAL amount received for Pilotage dues.

Received from steamships		$ 2,582 16
" sailing ships		31 50
		$ 2,613 66
Of this amount		
Received from British ships	389 42	
" foreign ships	2,224 24	
		2,613 66

Certified.

A. B. BELANGER,
Master S. S. Campana.

EARNINGS of Pilots.

No.	Name.	Age.	
1	Wm. A. Cooke	69	428 24
2	Chas. Cooke	59	857 80
4	Angus Smith	50	953 01
6	Wm. McPherson	32	265 79
7	Willard Fraser		77 03
			$ 2,581 87

RECEIPTS.

Received pilotage as per statement		$ 2,613 66
" from 5 pilot bonds		5 00
" " Capt. Belanger		40 00
Balance due Secretary		495 21
		$ 3,153 87

EXPENDITURES.

Paid pilots for pilotage		$ 2,581 87
" secretary's salary		200 00
" balance due Secretary, 1906		372 00
		$ 3,153 87

DODD DWYER,
Secretary.

A. C. MACDONALD,
Chairman.
WILLIAM FRASER,
JAMES YORSTON,
JOSEPH F. FOSTER,
DAVID A. BARRY.

APPENDIX 27.

REPORT OF THE PILOTAGE AUTHORITY FOR LOUISBURG FOR THE YEAR ENDING 31ST DECEMBER, 1907.

Col. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,

Sir,—I have the honour to submit my annual report of the Pilotage Authority of Louisburg for the year ending 31st December, 1907.

Q

Number of Ships.	Tonnage.	Amount paid.
104 British steamships	246,313	$ 2,572 00
157 foreign steamships	230,202	2,779 00
14 British sail ships	1,850	120 50
7 foreign sail ships	514	50 00
		5,521 50
Taking orders to ships and docking ships		144 00
Taken away on ships when on duty		37 78
		5,703 28
To commission and other bills paid		1,236 48
		$ 4,466 80
Eight pilots' salary for year 1907		$ 4,466 80

Number of Pilots licensed, 8.

Rates of Pilotage for Port of Louisburg, N. S.:—

No.	Names of Pilots.	Age.	No.	Names of Pilots.	Age.
1	Pearce Pope	33	2	Thomas Wilcox	44
3	John Power	45	4	John E. Tutty	48
5	Wm. H. Townsend	60	6	Wm. Williams	37
7	Lewis Tutty	37	8	Edward Kelly	42

Number of boats kept ready for use by Pilots, 8.

Sailing vessels	80	tons and under	150	tons	$5	inward,	$3	outward.
"	150	"	250	"	8	"	$5	"
"	250	"	400	"	9	"	7	"
"	over 400 tons, 1 per ton additional.							
Steam ships of	80	tons and under	500	tons	$8	"	8	"
"	500	"	1000	"	10	"	6	"
"	1000	"	3000	"	12	"	8	"

Winter pilotage from December 1st to April 15th, 50% additional.

THOS. TOWNSEND,
Secretary to Pilot Board.

LOUISBURG, N. S., Dec. 31st, 1907.

APPENDIX 28.

REPORT OF THE VICTORIA AND ESQUIMALT PILOTAGE AUTHORITY FOR THE YEAR ENDING DECEMBER 31, 1907.

VICTORIA, B. C., Feb. 13, 1908.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

Dear Sir,—Enclosed please find Annual Report for Victoria and Esquimalt Pilotage Authority, which I trust will be satisfactory.

I am, Sir,

Your obedient servant,

ANGUS B. McNEILL,
Secretary-Treasurer.

ANNUAL REPORT.

RECEIPTS.

Surplus, 1906	$ 403 13	
British	5,619 25	
Foreign	8,253 85	
		$ 14,276.23

EXPENDITURE.

Surplus, 1906, to pilots	403 13	
Pilots' net earnings	12,199 63	
Secretary—Salary	600 00	
Rent, furnishings, etc	599 71	
Surplus 1907 on hand	455 76	
"Cape Corsa" unpaid	18 00	
		$ 14,276 23

SHIPS EMPLOYING A PILOT.

British:		
Steamers	150	
Tugs	0	
Sailing vessels	15	
		165
Foreign:		
Steamers	135	
Tugs	0	
Sailing vessels	7	
		142
		307

SHIPS NOT EMPLOYING A PILOT.

British:		
Steamers	2	
Tugs	0	
Sailing vessels	0	
		2
Foreign:		
Steamers	99	
Tugs	21	
Sailing vessels	0	
		120
		122

License.	Name.	Age.	Limits of Service.
1st Class.....	Samuel W. Bucknam.....	58	Victoria and Esquimault Pilotage District, and the Gulf to other limits.
1st Class.....	John Newby.....	58	
1st Class.....	William Cox.....	52	
1st Class.....	John Thompson.....	59	
1st Class.....	Thos. Bebbington.....	61	

ANGUS B. McNEILL,
Secretary-Treasurer Victoria and Esquimault Pilotage District.

Approved: JOHN A. COX,
A. B. FRASER, Sr.,
Commissioners: WILLIAM GRANT,
JOSHUA KINGHAM,

WALTER S. FRASER,
Auditor.

APPENDIX 29.

REPORT OF THE PILOTAGE OF ST. ANNE, N. S., FOR THE YEAR ENDING 31ST DECEMBER, 1907.

ST. ANNE, N. S., January 31st, 1908.

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,—I now send you a return of all the vessels and their tonnage and country to which they belong, and the amount of pilotage paid during the year 1907, which I hope will be found correct. Your obedient servant,

D. McAULAY, *Secretary to Pilotage Commissioners.*

RETURN for Vessels that paid pilotage at this port from January, 1907, to December 31st, 1907.

Date.	Vessel's Name.	British	Foreign	Tons.	Amount paid in.	Amount paid out	Total.
1907							
May.....	S.S. Aurora.....		Nor.	664	$ 17 00	$ 17 00	$ 34 00
"	Dagfred.....		Nor.	676	.....	17 00	17 00
"	Flora.....		Nor.	634	17 00	17 00	34 00
June.....	Nora.....		Nor.	699	17 00	17 00	34 00
"	Flora.....		Nor.	634	17 00	17 00	34 00
"	Sylvia.....		Nor.	699	17 00	17 00	34 00
"	Amythest.....	British.....		872	19 00	19 00	38 00
"	Dagfred.....		Nor.	676	17 00	17 00	34 00
July.....	Amythest.....	British		872	19 00	19 00	38 00
"	Dagfred.....		Nor.	676	17 00	17 00	34 00
"	Nora.....		Nor.	699	17 00	17 00	34 00
"	Sylvia.....		Nor.	699	17 00	17 00	34 00
August.....	Nora.....		Nor.	699	17 00	17 00	34 00
"	Sylvia.....		Nor.	699	17 00	17 00	34 00
"	Sylvia.....		Nor.	699	17 00	17 00	34 00
September..	Amythest.....	British		872	19 00	19 00	38 00
" ...	Nora.....		Nor.	699	17 00	17 00	34 00
" ...	Dagfred.....		Nor.	676	17 00	17 00	34 00
October....	Nora.....		Nor.	699	17 00	17 00	34 00
"	Sylvia.....		Nor.	699	17 00	17 00	34 00
"	Dagfred.....		Nor.	699	17 00	17 00	34 00
"	Nora.....		Nor.	699	17 00	17 00	34 00
November...	Flora.....		Nor.	634	17 00	17 00	34 00
" ...	Dagfred.....		Nor.	676	17 00	17 00	34 00
" ...	Sylvia.....		Nor.	699	17 00	17 00	34 00
December..	Nora.....		Nor.	699	17 00	17 00	34 00
"	Dagfred.....		Nor.	676	17 00	17 00	34 00
" ..	Sylvia.....		Nor.	699	17 00	17 00	34 00
		2,616		14,807			$ 947 00

APPENDIX 30.

REPORT OF NANAIMO PILOTAGE AUTHORITY FOR THE YEAR ENDING DECEMBER 31, 1907.

NANAIMO, B.C., January 10, 1908.

The DEPUTY MINISTER OF MARINE AND FISHERIES,
Ottawa, Ont.

SIR,—By direction of Board of Pilot Commissioners, I have the honour to enclose you statement of the accounts of the Nanaimo Pilotage Authority for the year ending December 31st, 1907.

I have the honour to be, Sir,

Your obedient servant,
TULLY BOYCE,
Secretary.

LICENSED PILOTS.

Name.	Age.
Christensen, James	66
Butler, James Edgar	47
Owen, William David	41
Yates, Albert Francis	55
Gosse, Josiah	43
Foote, John Calvin	47
Butler, John William	37

RATES OF PILOTAGE.

$1.00 per foot draught, and 1 cent per ton net register.
Special rates for mail steamers and tugs.

NANAIMO PILOTAGE AUTHORITY,
OFFICE OF THE SECRETARY,
NANAIMO, B.C., January 10th, 1908.

Statement of vessels which paid pilotage fees for the year ending December 31st, 1907.

BRITISH.

	Tonnage.	Pilotage	
Steamers	143	34,945	$14 717.16
Sailing vessels	5	9,762	275.47

FOREIGN.

	Tonnage.	Pilotage.	
Steamers	440	376,309	$17,364.25
Sailing vessels	26	33,146	1,152.97
Barges	5	6,088	150.48
Totals	619	767,450	$33,660.33

STATEMENT of Receipts and Expenditures for the year ending 1907.

To Pilotage dues collected as per enclosed statement.....	33,660.33	By Salary Secretary and Treasurer	600.00
		Rent, Janitor, Light, Fuel....	226.50
		Printing, Postage & Stationery	69.55
		Office Repairs.....	7.00
		Legal expenses.....	15.00
		Commission to collectors.....	612.96
		Pilot station expenses.....	2,987.02
		Travelling & personal expenses	2,560.00
		Refunds.....	98.15
		Pilot boat account.....	590.00
		Net earnings.....	25,894.15
	$33,660.33		$ 33,660.33

Approved;
Commissioners:
THOMAS O. CONNELL,
HARRY B. SHAW,
RICHARD GILMOUR

J. S. KNARSTON,
Chairman.
TULLY BOYCE,
Secretary.

APPENDIX 31.

REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH FOR THE YEAR ENDING DECEMBER 31, 1907.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to report on behalf of the Commissioners of Pilots for the Ports of Pugwash and Port Philip ending December 31, 1907, as follows:—

No.	Names of Pilots.	Age.	No.	Names of Pilots.	Age.
1	Neil McHeiver.....	47	5	Andrew Seaman.....	65
2	Clarence Reid.....	54	6	Alfred Seaman.....	29
3	George Cooper.....	56	7	George Tuttle Kin	28
4	George Heather.....	65			

NAMES of Ships.

Names of Ships.	Date.	Nationality.	Tonnage.	Pilotage.	Pilot in Charge.
SS. Helmer March.....	May.....	Banish.....	1,349	$ 55.71	A. E. Seaman.
" St. Gotherd.....	"	British.....	1,790	80.55	Neil McHeiver.
" Harald.....	July.....	German.....	1,692	71.14	Neil McHeiver.
" Langford.....	"	Norwegian...	1,634	73.53	Alfred E. Seaman.
" Vizcainia.....	Au ust..	British.....	1,370	61.65	George Heather
" Collingside.....	" ..	"	1,713	72,08	Neil McHeiver.
" Dageid.....	Nov.....	Norwegian....	789	36.00	Neil McHeiver.
			10,337	450.66	

In addition to the above for piloting steam ships	450.66
Neil McHeiver has;received from schooners	750
George King has received from schooners	30.07
Alfred E. Seaman has received from schooners	12.00
	$500.23

German 1 Norwegian 2 British 3 Danish 1.

The sum of $500.23 has been duly earned and paid to the Pilots so employed, and no accident on the part of Pilots has happened.

The above report is most respectfully submitted.

A number of schooners entered this Port that do not employ a licensed Pilot.

I am, Sir, your most humble and obedient servant,

ELIAS KING,
Secretary of Commissioners of Pilots.

APPENDIX 32.

REPORT OF THE VANCOUVER PILOTAGE DISTRICT FOR THE YEAR ENDING 31st., DECEMBER, 1907.

VANCOUVER, B.C., 10th January, 1908.

The Honourable
The Minister of Marine & Fisheries,
Ottawa, Canada.

SIR,—I have the honor to enclose herewith statement of accounts, and of the affairs of the Vancouver Pilotage District for year just ended 1907.

At a meeting of the Commissioners held yesterday the accounts were audited and signed by the Chairman, and I was instructed to forward same to you.

I have the honour to be, Sir,
Your obedient servant,

C. GARDINER JOHNSON,
Secretary.

No. of License.	Name of Pilot.	Age.	Service in.	Remarks
1 1st class	William Ettershank	65	Licensed to pilot vessels of any sizes or descrirption within the limits of the Vancouver Pilotage District.	Active.
2 1st class	George W. Robertson	57		"
3 1st class	H. Robson Jones	52		"
4 1st class	Donald Patterson	46		"
5 3rd class	George W. Roberts	35		"

NOTE.—Pilotage dues now in force are same as approved by Orders in Council 19th January and 19th February, 1907.

Inwards.

11	British sailers	361.14
5	Foreign sailers	132.72
96	British sailers	5,730.26
225	Foreign steamers	4,586.26
		$ 10,810.38

Outwards.

11	British sailers	389.92
5	Foreign sailers	174.27
93	British steamers	6,329.29
224	Foreign steamers	4,542.37
		$ 11,435.85
		$ 22,246.23

Remaining in port on 31st December, 1907.—*Empress of Japan*, $82.39; *Governor Robie*, $30.31; *Moana*, $166.42.

C. GARDINER JOHNSON,
Secretary.

Approved,
RICHARD ALEXANDER,
Chairman.

Receipts.

Balance in Bank 5th January, 1907	$ 667.92
Pilotage earnings for year, 1907	22,246.23
	$22,914.15

Disbursements.

Paid pilots 5th January, 1907	$ 677.92
Paid pilots during year, 1907	14,438.07
Office expense account, 1907	1,026.50
Pilotage expense account, 1907	5,583.56
Balance in bank	1,198.10
	$ 22,914.15

C. GARDINER JOHNSON,
Secretary.

Approved,
RICHARD ALEXANDER,
Chairman.

VANCOUVER, B.C., 1st January, 1908.

LEDGER BALANCE.

Assets.

Bank of Montreal		$ 1,198.10	
Bank of Montreal savings department	$ 714.66		
Interest, 1907	21.55		
		$ 736.21	
			$ 1,934.31

Liabilities.

Reserve fund	$ 714.66	
Interest, 1907	21.55	
	$ 736.21	
Pilotage earnings undisbursed	1,198.10	
		$ 1,934.31

C. GARDINER JOHNSON,
Secretary.

Approved,
RICHARD ALEXANDER,
Chairman.

APPENDIX 33.

REPORT OF THE PILOTAGE AUTHORITY OF BUCTOUCHE, N. B., FOR THE YEAR 1907.

BUCTOUCHE, N. B., January 29, 1908.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—I herewith transmit pilotage returns for the pilotage district of Buctouche for the year 1907, which I hope will be in good time and satisfactory.

Yours very truly,
JOHN C. ROSS, *Secretary,*
Buctouche Pilotage Authority.

PILOTAGE Returns, district of Buctouche, New Brunswick, for the year 1907.
Act 36 Vc., cap. 54, sec. 24.

1. Names and ages of pilots licensed:—Joseph Crossman, age 56 years; Joseph Bellisle, age 51 years; John Mooney, age 33 years; Francis R. Smith, age 33 years, Peter A. Smith, age 41 years; Joseph Duplessis, age 48 years.

2. The above pilots are licensed to undertake the pilotage of vessels of every description within and throughout the pilotage district of Buctouche.

3. Pilotage dues are charged as per section 12 of rules and regulations for the district, viz.: One dollar and fifty cents per foot draught of water, both inward and outward bound.

4. Total amount of pilotage dues collected during the year, $172.25; of which $125.75 was paid by 3 sailing vessels, foreign, and $66.50 by 2 steam barges and 1 schooner, British.

5. The pilotage as above was paid to the pilots who performed their duties as such to the respective vessels.

6. Four new licenses were issued during the year, and $4.00 paid for 100 new copies of rules and regulations of the district.

JOHN C. ROSS, *Secretary,*
Buctouche Pilotage Authority.

APPENDIX 34.

REPORT FOR THE PILOTAGE AUTHORITY OF CARAQUET, N. B., FOR THE YEAR ENDING 31st DECEMBER, 1907.

CARAQUET, 31st December, 1907.

COL. F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR'—I have the honor to transmit my annual report of the pilotage authority of Caraquet for the year ending 31st Dec. 1907.,

STATEMENT of the Pilotages received in the Pilotage District of Caraquet, N, B., durin the year 1907

Name of vessel	Nationality.	Reg.	Tonnage.	Date of of arrival.	Pilot Inwards.	Date of of Sailing.	Pilot Outwards	Am't. of Pilotage
Otto..... *	Russian....	bri'tne	229	May 10	Vibert.....	May 20	Vibert.....	$40.80
Sigyn.....	Swedish...	"	336	May 4	"	June 30	"	24.20
Alliance....	British....	Sch.	99	Aug 21	"	Aug. 23	"	23.20
Alliance....	"	" ..	99	Oct. 5	"	Nov. 7	"	23.00
								$111.20

*This vessel called at Caraquet on her way to Shippigan since she went off pilotage.

PHILIP RIVE,
Secretary, in account with Pilotage Authority

DR. 1906.		CR.	
To License Larose Gavuin.....	$1.00	By Stationery.....	$1.00
" Jos. B. Chasson.....	1.00	Salary.....	3.00
" Chs. Vibert.....	1.00		
" Alex. J. Wilson,.....	1.00		
	$4.00		$4.00

PHILIP RIVE,
Secretary to Pilot Commissioners and Pilot Commissioner.

Caraquet, January 10th, 1908.

APPENDIX 35.

REPORT OF THE PILOTAGE AUTHORITY OF RESTIGOUCHE, N. B., FOR THE YEAR ENDING DECEMBER 31, 1907.

CAMPBELLTON, N. B., January 9th, 1908.

F. GOURDEAU, Esq.,
Deputy Minister Marine and Fisheries,
Ottawa, Canada.

SIR,—I have the honor to hand you herewith in duplicate, a statement of the pilotage returns of the district of Restigouche duly signed by myself as Secretary-Treasurer, there being no Chairman elected since the resignation of Mr. Wm Currie.

Kindly acknowledge receipt and oblige,
Your obedient servant,
FRANK S. BLAIR,
Sec'y-Treas. Pilot Commissioners.

CAMPBELLTON.

Pilots.	Tons.	Amount.	Commission.	Net to Pilot.
Neill Neilson & Jos. Elsliger	13,169	1,190.71	$35.72	$1,154.99
Ed. Elsliger	7,555	576.30	17.28	559.02
John McNeil	9,330	566.16	16.98	549.18
Wm. Donahue	8,780	475.57	14.26	461.31
Robert McNeill	4,350	269.55	8.08	261.47
Dan. C. McNeill	2,924	222.70	6.68	216.02
	46,108	3,300.99	99.80	3,201.99

DALHOUSIE.

Neill Neilson	2,236	$101.00	3.03	97.97
John McNeill	1,493	94.00	2.82	91.18
Dan C. McNeill	798	36.50	1.10	35.40
Ed. Elsliger	1,828	36.50	2.60	83.90
	6,355	318.00	9.55	308.45

RIVER LOUISON.

Robert McNeill	2.879	116.50	3.49	113.01
John McNeill	2,750	106,29	3.18	103.11
Ed. Elsliger	2,170	81.70	2.45	79.25
	7,799	304.49	9.12	295.37

RECAPITULATION.

Port.	No. ships.	Tons.	Amount.	Commission.
Campbellton	56	46,108	$3,300.99	99.00
Dalhousie	9	6,355	318.00	9.55
River Louison	8	7,799	304.49	9.12
	73	60,262	3,923.48	117.67

Age.	Pilot.	Gross. Amount.	Commission.
66	Robert McNeill	$386.05	11.57
51	Jos Elsliger		
42	Ed. Elsliger	744.50	22.33
40	Wm. Donahue	475.57	14.26
33	Neill Neilson	1,291.71	38.75
31	D. C. McNeil	259.20	7.78
28	John McNeill	766.45	22.98
		3,923.48	117.67

Jos Elsliger & Neill Neilson were in partnership,

FRANK S. BLAIR,
Secretary Treasurer.

CAMPBELLTON, N. B., 31st Dec. 1907.

APPENDIX 36.

REPORT OF THE PILOTAGE AUTHORITY OF ST. MARY'S AND LISCOMBE FOR THE YEAR ENDING DECEMBER 31, 1907.

LISCOMBE, December 31st, 1907

Deputy Minister of Marine & Fisheries,
Ottawa.

Sir,—We beg to submit our annual return for the year ending, 31st December, 1907.

List ofvessels which entered the Port of Liesombe, in the Province of Nova Scotia, liable to payment of Pilotage fees under the Pilotage Act, from January 1st, 1907 to December 31st, 1907.

LISCOMBE.

G. B. RILEY, PILOT, No. 3.

Date of Arrival. 1907.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Master.	Pilotage Fees.
Jan. 8..	New York.....	Steamer.....	Nanna.....	Norway.....	790	Capt. Nero.....	$ 23 00
" 9..	Halifax.....	"	Briardenne.....	Halifax.....	1,727	" Crowe.....	32 00
April 23..	"	"	"	"	1,727	" Crowe.....	32 00
July 8..	Fredrickstad, Nor ...	Barque.....	Camna.....	Fredrickstad, Nor. ..	544	" Madsen.....	19 00
							$106 00

HENRY LANG, PILOT, No. 7.

Aug. 17..	Fio, Spain.....	Steamer.....	Neguri.....	Spain.....	1,223	Capt. Baird.....	31 00
June 11..	Swansea.....	"	Briardenne.....	British.....	1,727	" Crowe.....	32 00
Sept. 15..	Bristol, Eng.....	Ship.....	Savona.....	"	1,583	Crossley.....	20 00
" 25..	Ship Harbour.....	Schooner.....	John Maxwell.....	American.....	445	Foss.....	23 00
							106 00

REPORT OF THE PILOTAGE AUTHORITY OF ST. MARY'S AND LISCOMBE FOR THE YEAR ENDING DECEMBER, 31 1907.—*Concluded.*

EDWARD QUINN, PILOT, No. 1, ST. MARY'S.

May	2..	Arichat, C.B	Schooner	Helen Shaffner	Annapolis, N.S.	179	DeCosttee	14 00
"	13..	Boston	"	Lizzie H. Patrick	Boston	412	Breen	20 00
Nov.	2..	South Hampton	Barque	Argus	Fredrickstad	561	Nelson	29 00
								$265 00

SETH McKINLEY, PILOT, No. 5, LISCOMBE.

NO SHIPS.

JOHN BURNS, PILOT, No. 2, ST. MARY'S.

Made no returns yet.

WILLIAM PRIDE,
JAMES HEMLORD, Jr., *Secretary Commissioners.*

APPENDIX 37.

REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX, N. S., FOR THE YEAR ENDING 31st DECEMBER, 1907.

HALIFAX, N. S., January 8th, 1908.

The Deputy Minister Marine and Fisheries,
Ottawa.

SIR:—I beg to enclose accounts of the Halifax Pilot Commission of the year ending 31st December, 1907, as follows:

Receipts and Expenditures.
Superannuation Fund,
List of Pilots,
List of Pensioners,
Return of vessels inward and outward at port of Halifax.

I am, Sir,
You obedient servant,
FRANK J. PHELAN,
Secretary.

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N.S., January 1, 1908.

RETURN of vessels inward at Port of Halifax, N.S., from January 1, 1907, to December 31, 1907, subject to pilotage.

BRITISH.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
119	7	670	1,233,618	$17,424.50

FOREIGN.

Schooners	Barques.	Steamers.	Tonnage.	Amount.
51	10	143	124,607	$3,498.75

1907.		Receipts and Expenditures.		
Jan.	1....	Balance		$2,406.41
Dec.	31....	Interest		949.00
		Commission		1,989.91
		Inspection		40.00
		Outward Pilotage		1,767.12
				$7,152.44
		Salary	$ 800.00	
		Rent	375.00	
		Expense office	229.55	
		Printing and Stationery	37.40	
		Apprentices	424.00	
		Legal expense	15.00	
		Auditor	50.00	
		Superannuation	1,979.52	
		Balance	3,241.97	
			$7,152.44	
1908.				
Jan.	1....	Balance		$3,241.97

E.& O.E.

FRANK J. PHELAN,
Secretary.

Office of Commissioners of Pilots,
Halifax, N S., January 1, 1908.

1907.		Superannuation Fund.	
Jan.	1....	Balance	$30,851.84
		Commission	1,030.52
		Interest	949.00
			$32,831.36
		Paid pensions	1,829.30
			$31,002.06

E. & O.E.

FRANK J. PHELAN.
Secretary.

Office of Commissioners of Pilots.
Halifax, N. S., January 1st, 1908.

List of pilots, Halifax District.

No.	Name.	Age.	Residence.
1	Jas. Fleming	68	Halifax.
4	Wm. Baker	72	"
5	L. Hayes	29	"
6	F. Thomas	31	Herring Cove.
7	B. Brackett	26	"
8	Wm. Hayes	33	"
10	Jno. Holland	26	Dartmouth.
12	Jas. Hanrahan	70	Ferguson's Cove.
14	Jno. Hayes	57	Halifax.
15	Jas. Spears	49	"
16	J. F. Beazley,	48	"
17	Wm. Gorman	35	"
18	C. F. Martin	43	"
19	Wm. White	50	Ferguson's Cove.
20	Thos. Hayes	48	Halifax.
21	Thos. Reyno	47	"
22	F. MacKay	35	"
23	H. Latter	39	"

FRANK J. PHELAN, *Secretary.*

OUTPORTS.

Jos. Smith	65	Margaret's Bay.
D. Palmer	59	Ship Harbour.
R. Martin		Sheet Harbour.
Chas. Hilchey	73	Tangier.
Geo. Gilbert	56	Musquodoboit Harbour.
M. G. Marks	50	Ship Harbour.
W. Berrigan	62	Salmon River.
Wm. Smith	44	Necum Teuch.

FRANK J. PHELAN, *Secretary.*

Office of Commissioners of Pilots.
Halifax, N. S., January 1st., 1908.

List of pensioners, Halifax Pilotage District.

Name.	Age.	Residence.	Amount.
Flemming, John	94	Ketch Harbour	$ 200.00
Hayes, Patrick	85	Herring Cove	200.00
Flemming, J. W	45	Halifax, N.S	200.00
Beazley, Wm	68	"	200.00
Holland, Jas	71	Portugese Cove	200.00
Martin, Mrs. C	75	Halifax, N.S	75.00
Johnson, Mrs. J	75	Bear Cove	75.00
Glazebrook, Mrs. C	62	Boston	75.00
Martin, Mrs. D	49	Halifax	75.00
" Catherine	14	"	15.00
Gallagher, Mrs. B	45	"	75.00
" W. L	10	"	15.00
" Catherine	7	"	15.00
Munroe, Mrs. H	70	"	75.00
Reyno, Mrs		Herring Cove	75.00
Holland, Mrs	58	Duncan's Cove	75.00
Bayers, Mrs		Boston	75.00
			$ 1,750.00

Office of Commissioners of Pilots.
Halifax, N. S., January 1st, 1908.

SESSIONAL PAPER No. 23.

RETURN of vessels outward at Port of Halifax, N.S., from January 1, 1907, to December 31, 1907, subject to pilotage.

BRITISH.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
25	7	635	1,195,673	$9,311.00

FOREIGN.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
.....	7	140	116,096	$1,767.10

FRANK J. PHELAN,
Secretary.

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N. S., 1st January, 1908.

APPENDIX 38.

REPORT OF THE PILOTAGE AUTHORITY OF MIRAMICHI, N. B., FOR THE YEAR ENDING DECEMBER 31, 1907.

NEWCASTLE, MIRAMICHI, N. B., January 3, 1908.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to hand you herewith the pilotage returns for the district of Miramichi, N. B., for the year ending December 31, 1907.

I am, Sir, your obedient servant,

BYRON N. CALL,
Secretary-Treasurer to Pilot Commissioners.

PILOTAGE RETURNS for the Pilotage District of Miramichi, N. B., year ending December 31st, 1907.

Class of Vessel.	No.	Total.
Vessels reported inward—		
British steamers	42	
" sailing vessels	14	
Foreign steamers	26	
" sailing vessels	21	
		103
Vessels reported outward—		
British steamers	42	
" sailing vessels	13	
Foreign steamers	26	
" sailing vessels	21	
		102
Vessels removed—		
British steamers	15	
" sailing vessels		
Foreign steamers	8	
" sailing vessels	13	
		36

BYRON N. CALL,
Secretary Treasurer to Pilot Commissioners.

PILOTAGE RETURNS for the Pilotage District of Miramichi, N. B., year ending December 31st, 907.

Class of Vessel.	Amount.	Total.
Total amount of pilotage inward—		
British steamers	$2,233.78	
" sailing vessels	329.70	
Foreign steamers	1,572.64	
" sailing vessels	579.98	$4,716.10
Total amount of pilotage outward—		
British steamers	2,132.84	
" sailing vessels	294.00	
Foreign steamers	1,798.02	
" sailing Vessels	744.00	$4,968.86
Total amount for removals—		
British steamers	114.00	
" sailing vessels		
Foreign steamers	52.00	
" sailing vessels	153.63	
		319.63
		$10,004.59

SESSIONAL PAPER No. 23.

NATIONALITIES of Vessels piloted Inwards during year 1907.

	No.		No.
British	56	Norwegian	31
Danish	2	Russian	2
French	1	Swedish	7
German	4		
			103

BYRON N. CALL,
Secretary Treasurer to Pilot Commissioners.

RATES of pilotage chargeable at Miramichi N. B., on all vessels British and Foreign, year ending December 31st 1907.

When inward bound	$2.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	2c. per reg. ton.
When outward bound	$2.00 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	2c. per reg. ton.
For the removal and mooring of vessels of over 300 tons	$4.00.
And where the distance of removal exceeds four miles, 50 per cent. additional on the above rate.	
Removals within a distance of one mile are not compulsory, but when pilots are requested by masters to perform this service the charge is	$4.00.
Steam tug boats towing one or more barges with cargo inwards, may depart outwards after having paid full pilotage for the tug and barges inwards, without paying any outward pilotage, except on the tug.	

PILOTAGE RETURNS for the Pilotage District of Miramichi, N. B., year ending December 31st, 1907.

No.	Names of Pilots.	Age.	For what Service.	Remarks.
2	Louis Jimmo	53	Full license.	
6	Francis Martin	73	"	
7	Maxime Martin	62	"	
10	Alexander Wilson	61	"	
11	Robert J. Walls	56	"	
22	William Walls, Sr	53	"	
26	John McCallum	55	"	
27	James Nowlan	56	"	
29	George Sutton	56	"	
30	James A. Nowlan	52	"	
31	George T. Tait	50	"	
32	Joseph Jimmo	52	"	
33	James McCallum	63	"	
35	John Martin	48	"	
36	Asa Walls	48	"	
37	William Walls, Jr	50	"	
38	John Nowlan	51	"	
41	Michael J. Jimmo	40	"	
42	George M. Nolan	51	"	
43	Chris. C. McLean	60	"	Died in 1907.
44	George Savoy	63	"	

B. N. CALL,
Secretary-Treasurer to Pilotage Commissioners.

List of Pilot Boats Licensed.

No.	Name.	Tonnage.	Name of Captain.	First Licensed.
15	*Princess Louise*	20.85	Asa Walls	May, 1879
16	*Senator Snowball*	30.95	Jas. A. Nowlan	" 1897
17	*Mabel*	22.00	Geo. Savoy	" 1900

B. N. CALL,
Secretary-Treasurer to Pilotage Commissioners.

The Miramichi Pilots in Account with B.N. Call, Secretary-Treasurer.

1907.		Dr.	
May	27..	To paid J. & A. McMillan, St. John, N.B., pilot ledger	$ 3.50
"	27..	Cost of draft above remittance	.08
June	18..	Express charges on pilot ledger	.45
"	18..	J. B. Snowball Co., account sch. *Princess Louise*	16.71
"	18..	J. B. Snowball Co., account sch. *Senator Snowball*	7.03
"	18..	Jno. McDonald & Co., lumber for schooners	1.70
"	18..	R. J. Walls repairing buoys, 1907	41.05
July	18..	Miramichi Steam Navigation Co., tickets	3.75
"	18..	Jas. A. Nolan, repairing sch. *Senator Snowball*	40.00
"	18..	Jas. A. Nowlan, amount, Thos. Fohran & Co., account, sails and anchor sch. *Senator Snowball*	81.76
Sept.	18..	Geo. Stothart account sch. *Senator Snowball*	4.50
"	18..	Geo. Stothart account sch. *Princess Louise*	15.74
"	18..	W. S. Loggie Co., account sch. *Princess Louise*	41.70
"	18..	R. J. Walls' horse hire $2.25, cleaning pilots office, etc, $2.59	4.84
"	18..	Geo. P. Searle, rent pilots' office to April, 1908	24.00
"	18..	Asa Walls fitting out sch. *Princess Louise*	43.00
"	18..	Draft flavor J. J. Yorston, Pictou, N.S., repairs to sch. *Senator Snowball*	72.24
Oct.	18..	Asa Walls, balance due J.J.Yorston, Pictou, N.S., repairs to sch *Princess Louise*	9.75
"	18..	A. C. McLean account sch. *Senator Snowball*	5.51
"	18..	A. C. McLean, account sch. *Princess Louise*	10.08
"	18	R. J. Walls' telegrams, horse hire and fuel for pilots' office	2.75
Nov.	18..	Edward Burke, blacksmith work schooners	15.05
"	26..	Tug Mascot & Owners towage light ship to station and back to winter quarters	30.00
"	27..	W. S. Loggie Co., account sch. *Senator Snowball*	46.51
"	27..	E.Johnson stationer, etc., for pilots' office	4.64
"	30..	R. J. Walls, expense bringing Pilot Sutton back from S.S. Bygland	5.00
Dec.	3..	Anslow Bros,. printing pilot forms	4.75
"	3..	Secretary-Treasurer, postage and stationery	3.80
"	" ..	Geo. M. Nolan his expenses returning from piloting out S.S. Ostergattland	4.00
"	9..	B. N. Call, Secretary-Treasurer Commission, collecting $10,404.59 at 3 per cent	312.14
"	9..	Seventeen pilots, $8,018.17, and 3 pilots, $1,530.39	9,548.56
			$10,404.59

1907.		Cr.		
Dec.	9..	By amount of inward pilotage	$ 4,716.10	
"	9..	" outward "	4,968.86	
"	9..	" removals	319.63	
"	9..	" collected earnings outside	400.00	
				$10,404.59

J. C. Miller, *Chairman.*

B. N. CALL,
Secretary-Treasurer to Pilotage Commissionrs.

APPENDIX 39.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N. B., FOR THE YEAR ENDING 31ST DECEMBER, 1907.

DEAR SIR,—Inclosed herewith please find the annual returns for pilotage, for this district, for the year ending the 31st December, 1907, all of which, I trust you may find in order.

I have the honour to be, Sir,
Your obedient servant,
J. U. THOMAS, *Secretary.*

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

OFFICE of Pilotage Authority, District of St. John, N.B., December 31, 1907.

REVENUE ACCOUNT.

Receipts—		
Licenses to 22 pilots at $5	$ 110.00	
" 5 boats at $10	50.00	
25 cents per foot on outward pilotage from St. John, to date	2,258.85	
25 cents per foot on outward pilotage from Musquash, to date	14.75	
		$2,433.60
Expenditures—		
Auditing accounts for 1906	25.00	
Stationery, etc	14.80	
Office rent	100.00	
Salary Secretary-Treasurer	1,000.00	
		$1,139.80
Amount transferred to Pilot Fund Account		1,293.80
		$2,433.60

J. U. THOMAS, *Secretary.*

STATEMENT of Pilot Fund Account for Year ended December 31, 1907

DR.		
Pensions paid to pilots	$ 656.25	
" widows and children	1,387.50	
Funeral expenses, 2 pilots	40.00	
		$2,083.75
To balance		7,075.78
		9,159.53
CR.		
By balance December 31, 1906		7,691.08
By interest on Dominion Savings Bank deposits, 9 months to April 1, 1907	174.65	
By amount from revenue account	1,293.80	
		1,468.45
		$9,159.53
By balance to credit of Pilot Fund December 31, 1907.		$7,075.78

T. U. THOMAS, *Secretary.*

OFFICE of Pilotage Authority, District of St. John, N. B., 31st December, 1907.

STATEMENT of Special Fund for the Year ended December 31, 1907.

DR.		
To amount paid on account expenses re suit Cumberland Railway & Coal Co. vs. The Saint John Pilot Commissioners	120.03	120.03
Balance		2,972.76
		$3,092.79
CR.		
By balance December 31, 1906,		1,299.36
By 5 per cent. from net earnings of Pilots for Year ending December 31, 1907	1,793.43	1,793.43
		$3,092.79
By balance to credit of Special Fund December 31, 1907		$2,972.76

J. U. THOMAS,
Secretary.

STATEMENT of Funds, St. John Pilot Commissioners as per *Auditors' report* December 31, 1907.

INVESTMENT ACCOUNT.		
Dominion Savings Bank per pass-book, No. 744	$ 5,541.84	
Dominion Savings Bank, per pass-book, No. 10260	2,396.14	
		$7,937.98
CURRENT ACCOUNT.		
Bank of New Brunswick		2,110.56
		$10,048.54

J. U. THOMAS,
Secretary.

Return of vessels arriving at the Port of St. John, N.B., (paying pilotage) for the year ending the 31st December, 1907.

	British.	Foreign.	Total.
Schooners	104	180	284
Brigs and brigantines	1		1
Ships		2	2
Barques and barquentines	1	14	17
Steamships	215	56	271
	323	252	575
Amount of pilotage received	$28,911.21	$ 9,166.00	$38,077.21

J. U. THOMAS,
Secretary.

SESSIONAL PAPER No. 23.

LICENSED PILOTS, 1906-07.

Name.	Age.	Residence.	Remarks.
Bennett, James	50	St. John, N.B.	
Cline, Richard	82	"	Died July 15, 1907.
Cline, Alfred	50	"	
Cline, Richard B	37	"	
Doyle, James	70	"	
Doherty, Joseph	61	"	
Lahey, William	78	"	
Lahey, Frank L	36	"	
Miller, James H	30	"	
Murray, William	33	"	
Quinn, William	60	"	
Rogers, Bartholomew	50	"	
Spears, James S	62	"	
Spears, Henry	56	"	
Spears, Martin	50	"	
Scott, Richard	56	"	
Scott, William	51	"	
Stone, Thomas J	54	"	
Sherrard, John L.C	73	"	
Thomas, John S	59	"	
Traynor, Thomas	54	"	
McAnulty, John	69	Musquash, N.B	Licensed for Muquash only.

J. U. THOMAS, *Secretary.*

PILOTS' Individual Earnings for the year 1907.

Total amount pilotage received		$38,077.21
LESS—25c. per foot from outward pilotage	2,258.85	
5 p. c. of nett pilotage	1,793.43	
		4,052.28
		$34,024.93
Contra.		
Bennett, James	2,193.24	
Cline, Richard	91.20	
Cline, Alfred	362.20	
Cline, Richard B	1,654.79	
Doyle, James	1,681.60	
Doherty, Joseph	3,054.21	
Lahey, William	919.77	
Lahey, Frank L	1,806.77	
Miller, James H	1,740.12	
Murray, William	1,936.06	
Quinn, William	1,819.83	
Rogers, Bart	2,883.53	
Spears, James S	645.18	
Spears, Henry	1,968.58	
Spears, Martin	1,606.03	
Scott, Richard	1,077.95	
Scott, William	1,374.17	
Stone, Thomas J	2,579.94	
Sherrard, John L.C	1,466.60	
Thomas, John S	1,976.46	
Traynor, Thomas	1,186.70	
		$34,024.93

J. U. THOMAS, *Secretary.*

APPENDIX 40.

RETURN OF THE PILOTAGE AUTHORITY OF SHEDIAC, N. B., FOR THE YEAR ENDING 31ST DECEMBER, 1907.

SHEDIAC, N. B., 23rd January, 1908.

Col. F. GOURDEAU,

Sir,—I have the honour to submit my annual report of the Pilotage Authority of Shediac for the year ending 31st December, 1907.

Paul P.White, age 64.
Oliff Hendrickson, age 47.

The rates and dues were paid direct to the pilots, and not into the treasury of the Pilotage Authority.

The following are the names of the vessels that entered the Port of Shediac during the year 1907, also the nationality and the amount of pilotage dues paid by each:—

Glen, Norwegian	$ 40.50
Steamer *Hobnalia*, British	95.47
Barque, *Kragira*, Narsk	54.50
Barque *Passpastaut*, Narsk	53.00
Schooner *Bassitoland*, British	18.00
Barque *August Leffler*, Norwegian	43.50
	$304.97

You will observe that this amount of $304.97 is exceedingly small when divided between two Pilots of the Port.

If an additional amount is not granted as requested by the Pilotage Commission, I fear we will find it difficult to secure services of qualified Pilots, especially in view of the fact that tramp steamers are beginning to enter this Port, resulting in a large loss to the pilots as compared with previous years. Would you knidly advise me if this request has been favourably considered?

I am, Sir, Your obedient servant,

E. B. McDONALD,
Secretary Pilotage Commission.

APPENDIX No. 41.

REPORT OF THE PILOTAGE AUTHORITY OF AMHERST, N. S., FOR THE YEAR ENDING DECEMBER 31, 1907.

AMHERST, 11th January, 1908.

Col. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa, Ontario.

Sir,—The following vessels entered and cleared from Northport laden with deal and scantling for Great Britain during the year 1907.

"Margareta,"	1,248	tons.
"Germanic,"	1,178	"
"Superb,"	730	"
"Senora,"	730	"
"Arabella,"	915	"
"March,"	1,250	"

The vessels were foreign.

The coasting trade does not come under my jurisdiction, as coasters take no pilots. I am, Sir, Your obedient servant,

BURPEE ROCKWELL,
Secretary Pilotage Commission, Northport and Tidnish.

APPENDIX No. 42.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF PARRSBORO, N. S., FOR THE YEAR ENDED 31ST DECEMBER, 1907.

Col. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I beg to submit my annual report for the year 1907.

5 British Vessels paid		$ 175.50
5 Foreign Vessels paid		176.87
10		$ 352.37
Paid Pilot Joseph Anderson	$ 327.72	
Office contingencies	15.00	
Secretary for salary	9.65	
		$ 352.37

Pilotage non-compulsory, and no change in rates or conditions during the year.

E. GILLESPIE,
Secretary.

APPENDIX No. 43.

REPORT OF THE PILOTAGE AUTHORITY OF ARICHAT, C. B., FOR THE YEAR ENDING DECEMBER 31, 1907.

ARICHAT, C. B., January 2, 1907.

F. GOURDEAU, Lt.-Col.,
Deputy Minister of Marine and Fisheries.
Ottawa.

Sir,—I beg to make my report for the Pilotage Authority of Arichat, N. S., for the year ending 31st December. 1907. There was no pilotage done, as the sailing vessels are getting out of date and steamers generally get clear of pilotage.

Yours truly,
ISIDORE LEBLANC,
Secretary Pilotage Commission.

APPENDIX No. 44.

HARBOUR MASTERS.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in the Canada Shipping Act, chapter 113, Revised Statutes of Canada, 1906, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amounts which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended December 31, 1907, and the overplus, if any, paid to the credit of the Receiver General.

FOR THE YEAR ENDED DECEMBER 31ST ,1907.

PROVINCE OF ONTARIO.

Names of Port.	Harbour Masters.	Date of Appointm't	Amount Collect' d	Rem't'n fr. fees Allowed	Amount p'd to Cr. R.G.
Amherstburg	M. Barrett	Dec. 29, '06	173.00	200 00	
Bronte	Jas. Wilson.....	Oct. 2 6, '05	3.00	200 00	
Byng Inlet..	C. E. Begin.....	Mar. 24, '08	.....	200 00	
Collingwood.....	Henry Foreman....	May 5, '04	196.00	200.00	
Depot Harbour...	W. H. Hoppins.....	April 15, '07	120.00	200.00	
Fort William.....	James McAllister...	May 12, '06	537.00	600.00	
French River	E. Barron.....	.....	30.50	200.00	
Goderich.....	D. McKay.....	April 21, '08	85.50	300.00	
Little Current.....	J. F. May.....	July 19, '06	29.00	200.00	
Meaford.....	S. McClain.....	July 16, '02	43.50	200.00	
Midland.....	J. White.....	July 13, '97	177.50	300.00	
Oshawa.....	W. T. Henry.....	Aug. 10, '04	Nil	300.00	
Pairy Sound.....	J. D. Hall.....	Mar. 8, '06	47.50	200.00	
Penetanguishene ..	P. Light.....	June 7, '06	25.50	200.00	
Port Arthur.....	B. Guérard.....	May 21, '97	238.00	200.00	38.00
Port Stanley.....	F. E. Shephard.....	Jan. 15, '98	40.00	200.00	
Rondeau.....	W. R. Fellows.....	Dec. 17, '88	23.00	100.00	
Southampton	W. H. Johnston....	Oct. ' '82	23.50	100.00	
	Geo. McVittie.....	Depy. H. M			
Sarnia.....	R. McAdam.....	May 3, '86	Nil	300.00	

PROVINCE OF QUEBEC.

Amherst Harbour..	J. Cassidy.....	Sept. 2' '78	13.00	200.00	
Anse à Gascon....	J. Mourant.....	June 28' '05	Nil	100.00	
Bersimis.....	L. Thibault.....	Dec. 13' '05	Nil	200.00	
Bonaventure.....	Alex. Bourque	June 5, '05	37.00	100.00	
Carleton.....	B. Leclerc.....	May 15, '05	Nil	200.00	
Caplin.....	T. Bourgeois.....	Mar. 20, '07	.....	100.00	
Chicoutimi.....	A. Sturton.....	June 8, '86	47.00	200.00	
Grand Entry.....	J. A. Chenell.....	Feb. 19, '92	.....	200.00	
Grand River.....	Geo. Beaudin	April 8, 00	7.00	100.00	
Gaspe.....	F. J. Eden.....	April 3, '89	.....	500.00	
House Harbour...	C. Lafrance.....	Dec. 10, 96'	21.50	200.00	

PROVINCE OF QUEBEC.—*Continued.*

Name of Port.	Harbour Masters.	Date of Appointment.	Amount Collected.	Rem't'n for fees Allowed.	Amount paid to Cr. R.G.
Maria	A. Cyr	Mar. 29, '05	Nil	100.00	
Matane	L. J. Levasseur	Dec. 12, '96	89.50	200.00	
Malbaie	P. Lawrence		25.00	200.00	
Metis	J. W. Ferguson	Mar. 10, '96		200.00	
New Carlisle	J. Chisholm	April 22, '02	1.00	200.00	
New Richmond	F. X. Cormier	April 15, '02	25.00	200.00	
Nouvelle	M. Casey	Jan. 3, '03	8.00	200.00	
Oak Bay	T. Harper	July 12, '04	35.00	200.00	
Paspebiac	W. L. Kempffer	Sept. 21, '00	29.50	150.00	
Perce	E. Donohue	Oct. 10, '03	7.50	100.00	
Port Daniel	B. Langlois	Feb. 26, '07	16.50	200.00	
Rimouski	A. P. St. Laurent	May 13, '96	81.50	200.00	
Riv. du Loup	F. E. Gilbert	Oct. 5, '02	50.00	100.00	
St. Godfroy	J. Grenier	June 5, '05	Nil	100.00	
St. Thomas	L. Dionne	Oct. 22, '96	76.00	200.00	
St. Johns	G. H. Farrar	Mar. 20, 97	814.00	550.00	264.00
Sorel	J. A. Proulx	June 6, '01	509.50	400.00	109.50
Tadousac	A. Gingras	June 6, 06	57.00	200.00	
Trois Pistoles	E. T. Petitgrew	April 11, '99	Nil	150.00	

PROVINCE OF NEW BRUNSWICK.

Alma	J. W. Parson	Mar. 2, '98	14.50	100.00	
Bathurst	Capt. M. Daly	April 15, '07	35.00	200.00	
Black's Harbour & Beaver Harbour	E. W. Cross	Sept. 17, '83	14.50	100.00	
Buctouche	H. Hutchison	April 17, '97	14.50	100.00	
Campbellton	G. E. Asker	May 5, '04	127.50	200.00	
Campbobello	W. E. Sulis	Dec. 16, '92			
Cape Tormentine	M. S. Treene	May 13, '01	23.50	200.00	
Caraquet	J. A. Albert	Nov. 7, '05	5.50	150.00	
Chatham	R. J. Walls	April 13, '98	152.50	300.00	
Cocagne	Thos. Bourque	June 23, '05	.50	100.00	
Dalhousie	W. S. Smith	Mar. 19, '88	148.50	200.00	
Dorchester	J. Shea	Oct. 25' '00	11.00	200.00	
Fairhaven	A. Calder	July 30, '01	12.00	200.00	
Grand Manan No.	J. E. Gaskell	Mar. 20, '07	Nil	100.00	
Grand Harbour	T. Ingalls	April 19, '07	5.50	100.00	
Gull Rock Channel	Geo. A. Johnson	April 27, '04	Nil	100.00	
Harvey	Wm. Wood	June 9, '03	28.50	100.00	
Heron Channel	Duncan Robertson	July 15, '97	29.50	200.00	
Hillsborough	J. O'Shaughnessy	April 13, '98	31.00	150.00	
Hopewell Cape	J. H. Christopher	April 13, '98	42.50	200.00	
Ledge of St. Stephens	Wm. McBean	June 12, '94		100.00	
Letete, etc	H. W. Harris	Feb. 16, '06	9.00	100.00	

PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name of Port.	Harbour Masters.	Date of Appointment.	Amount Collected.	Rem't'n from fees Allowed.	Amount paid to Cr. R. C.
Little Shippegan & Miscou Gully...	J. Beaudin.....	Oct. 27, '06	Nil	100.00	
Moncton.....	T. Coffey.....	April 12, '02	16.50	200.00	
Musquash.....	J. McNulty.....	Sept. 28, '96	6.00	100.00	
Newcastle.....	J. Russell.....	June 27, '04	136.50	300.00	
Pokemouche.....	M. Landry.....	May 13, '01	1.00	100.00	
Port Elgin & Baie Verte.....	Chas. Trenholme...	April 3, '07	1.00	200.00	
Richibucto.....	J. Jardine.....	May 11, '74	23.00	200.00	
Sackville.....	E. Chase.....	May 11, '04	25.00	200.00	
St. Andrews.....	J. Wren.....	May 6, '84	109.00	100.00	9.00
St. George.....	Geo. McKenzie.....	May 10, '00	41.00	100.00	
St. Martin & Quaco	J. R. McDonough...	July 16, '02	68.00	100.00	
Seal Cove.....	J. Warren Wooster	April 19, '07	.....	100.00	
Shediac.....	A. McQueen.....	May 19, '76	24.00	300.00	
Shippegan.....	J. Degrâce.....	April 14, '03	8.50	100.00	
Tracadia.....	T. Savoy.....	Sept. 23, '89	9.00	100.00	
Waterside.....	W. C. Anderson....	May 24, '05	12.00	100.00	
Whitehead.....	A. Cheney.....	April 19, '07	.50	100.00	
West Isles.....	B. Simpson.....	May 27, '05	Nil	200.00	

PROVINCE OF NOVA SCOTIA.

Abbot's Harbour..	F. D. Entremont...	May 23, '01	7.50	200.00	
Advocate.....	J. W. Knowlton....	Feb. 11, '08	9.50	100.00	
Amherst.....	F. A. Cates.....	April 3, '07	35.00	300.00	
Annapolis.....	J. Lindgren.....	July 7, '98	45.50	200.00	
Apple River.....	Robt. D. Field.....	Sept. 9, '90	27.50	200.00	
Arichat.....	B. Gerrior.....	May 23, '05	28.00	200.00	
Baddeck.....	A. B. Morrison.....	Aug. 3, '03	3.00	100.00	
Barrington.....	B. Kenny.....	July 6, '93	27.50	200.00	
Bayfield.....	J. McDonald.....	July 11, '79	Nil	200.00	
Bay St. Lawrence	R. G. Zwicker.....	April 21, '87	.....	200.	
Bear River.....	Wm. McFadden....	Sept. 27, '97	27.00	100.00	
Beaver Harbour...	H. Hawbolt.....	Sept. 22, '88	11.00	100.00	
Big Harbour.....	D. McKenzie.....	April 18, '08	Nil	100.00	
Bridgewater	W. Oakes.....	Jan. 28, '96	183.00	100.00	83.00
Big Bras d'Or....	J. McLean.....	Aug. 13, '03	.50	200.00	
Big Pond.....	Vacant				
Cape Canso.....	G. Oliver.....	Feb. 14, '05	96.00	150.00	
Cape Negro.....	A. D. Perry.....	May 18, '81	9.00	200.00	
Chester.....	A. C. Corkum.....	July 8, '96	15.00	100.00	
Cheticamp.....	F. Aucoin.....	April 15, '76	6.00	100.00	
Clark Harbour	J. G. Nickerson....	Mar. 23, '04	57.00	200.00	
Clementsport.....	J. M. LeCain.....	Oct. 18, '98	9.00	150.00	
Crow Harbour D'Escousse.....	M. Martell.....	April 22, '02	9.50	100.00	

SESSIONAL PAPER No. 23.

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name of Port.	Harbour Masters.	Date of Appointment.	Amount Collected.	Rem't'n from fees Allowed.	Amount Paid to Cr. R. C.
Digby	H. Anderson	June 19, '02	67.00	200.00	
East Bay	D. McInnis	April 5, '86	.....	100.00	
Fourchie	Vacant				
Gabarus	J. W. Hardy	Nov. 2, '86	.50	100.00	
Glasgow and Cape Breton Pier, Sydney	A. McQuarrie	Oct. 30, '80	43.00	300.00	
Guysboro	A. M. Peart	Feb. 11, '02	4.00	100.00	
Halifax	J. E. Butler	Sept. 21, '93	1523.00	1800.00	
Hantsport	Wm. McCulloch	Jan. 17, '92	171.00	300.00	
Ingonish No. Bay	Vacant				
Ingonish So. Bay	J. Doucett	April 30, '01	10.00	100.00	
Ingram River	E. Huntly	Jan. 19, '07	44.00	100.00	
Inter. Pier Sydney	M. J. Neville	Oct. 30, '80	355.00	300.00	55.00
Isaac's Harbour	T. D. Cook	June 19, '00	18.50	100.00	
Jeddore	E. Baker	Dec. 3, '03	17.00	100.00	
Jordan Bay	F. Thorburn	May 11, '01	88.50	150.00	
Kelly Cove	J. Kenny	April 6, '08	Nil	100.00	
LaHave or Getson's Cove	G. H. Zwicker	Feb. 25, '75	37.50	300.00	
L'Ardoise Upper & Lower Lingan	Geo. Burke	Aug. 29, '84	4.00	100.00	
Liscombe	L. Wilson	Feb. 20, '00	45.50	200.00	
Little Bras d'or Lake between McKay's Point & Grand Narrows	D. J. Campbell	April 17, '99	Nil	100.00	
Little Bras d'Or between McKay's Point and Washabuck River	V. McLean	Sept. 23, '07	Nil	100.00	
Little Glace Bay	E. Douglass Rigby	May 8, '84	17.00	200.00	
Little Narrows to ranberry Point	K. McLennan	Nov. 1, '97	Nil	100.00	
Liverpool	J. Ryan	Dec. 22, '06	113.50	200.00	
Lockport	G. J. Locke	April 2, '06	8.50	100.00	
Louisburg	H.C.V. Levatte	Oct. 13, '98	478.50	200.00	128.50
Louisburg	J. Townsend, D.H.M.	May 1, '99	.....	150.00	
Lunenburg	J. Loye	Dec. 10, '96	138.00	150.00	
Mabou	J. McInnis	July 11, '00	3.00	100.00	
Mahone Bay	A. Hyson	Feb. 18, '08	18.50	200.00	
McNair's Cove	R. McEachern	Mar. 8, '75	.....	150.00	
Marble Mountain	D. McDonald	July 26, '92	2.50	200.00	
Margaretsville	J. McGranahan	May 29, '06	1.00	100.00	
Margaret's Bay	H. C. Garrison	Dec. 14, '01	5.50	100.00	
Margaree	M. A. Dunn	Feb. 14, '05	1.00	100.00	
Marie oseph	C. Dixon	Feb. 2, '07	3.50	100.00	

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name of Port.	Harbour Masters.	Date of Appointment.	Amount Collected.	Rem't'n from fees Allowed.	Amount paid to Cr. R. C.
Merigomish	D. McGregor	May 22, '93	2.00	100.00	
Meteghan Harbour	J. McLair	Nov. 17, '06	14.50	100.00	
Meteghan River	Vacant				
Musquodoboit	T. Wiliiams	May 31, '05	6.00	100.00	
New Haven	Vacant				
Neil's Harbour	R. Payne	July 15, '05	8.00	100.00	
Noel	S. O'Brien	Oct. 26, '05	12.00	200.00	
Northport	J. Davis	Dec. 21, 02	29.50	100.00	
North West Cove Coleman's Cove and Aspostgan Harbour	P. Boutilier	June, 30, '92		200.00	
Parrsboro	R. T. Smith	April 30, '92	155.00	300.00	
Petit de grat	S. Boudrot	June 5, '95	14.00	200.00	
Petite Riviere Bridge	J. N. Parks	April 27, '88	10.00	100.00	
Port George	Vacant				
Port Greville	I. Beach	May 3, '07	41.50	200.00	
Port Hawkesbury	D. W. Hennessey	July 9, '75	117.00	200.00	
Port Hood	J. H. Murphy	July 9, '75	2.00	200.00	
Port Latour	Wm. Sholds	Feb. 15, '98	15.00	200.00	
Port Lorne	F. Beardsley	June 9, '97	2.50	200.00	
Port Maitland	J. Ellis	Dec. 10, '96	5.70	200.00	
Port Morien	H. McDonald	Mar. 3, '79	11.50	400.00	
Port Mulgrave	D. Kennedy	Sept. 9, '03	22.50	200.00	
Port Medway	J. Hopkins	Feb. 13, '03	20.00	200.00	
Pubnico	D. Q. Amireau	Sept. 27, '82	33.50	100.00	
Pugwash	G. N. Allen	May 15, '07	26.50	100.00	
Riverport	T. J. C. Creaser	Jan. 8, '01	39.00	100.00	
Riviere Bourgeoise	E. C. Bouchie	April 19, '86	4.00	100.00	
River Hebert	W. Y. Theal	July 24, '05	22.50	100.00	
River John	H. Campbell	June 11, '91	Nil	100.00	
St. Ann's Bay	G. E. Fader	Sept. 21, '06	.50	200.00	
St. Ann's Harbour	A. Carmichael	Sept. 21 '06	16.00	200.00	
St. Mary's River	T. Mills	Feb. 25, '07	15.00	200.00	
St. Peter's	P. McNeil	Sept. 17, '83	74.50	200.00	
Sambro	B. Smith	May 27, '90	15.00	200.00	
Sheet Harbour	H. Hall	April 11, '98		200.00	
Shelburne	J. C. Morisson	May 5, '97	177.50	200.00	
Ship Harbour	C. Marks	June 2, ' 84	29.00	100.00	
Spencer's Island	B. McMillan	May 22, '99	3.00	100.00	
Tangier	Chas. Hilchey	Nov. 14, '01	14.50	200.00	
Tatamagouche	Wm. Rielly	June 1, '00	.50	200.00	
Tenny Cape	D. Lingard	Oct. 26, '05	8.00	200.00	
Tidnish	Vacant				
Tiverton	J. Blackford	April 3, '00	4.75	100.00	
Torbay	S. Fougère	Aug. 25, '03	11.50	200.00	

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name of Port.	Harbour Masters.	Date of Appointment.	Amount Collected.	Rem't'n from fees Allowed.	Amount paid to Cr. R. C.
Tusket	C. Doucette	Nov. 21, '02	.....	100.00	
Tusket Wedge	J. Leblanc	May 16, '01	67.00	100.00	
Victoria Pier So. Bay Sydney	Vacant				
Wallace	J. D. Potton	Feb. 14, '96	2.00	100.00	
Walton	B. McCulloch	Oct. 25, '05	48.50	200.00	
West Arichat	A. B. Poirier	Oct. 7, '96	17.00	100.00	
West Bay	H. McInnis	May 26, '06	Nil	100.00	
Westport	G. Welsh	Jan. 29, '98	29.50	200.00	
Weymouth	R. O. Parsons	May 29, '97	81.50	200.00	
White Head	A. Haley	May 11, '06	25.00	200.00	
Whycocomagh	N. McKinnon	Oct 8, '75	.....	100.00	
Wolfville	J. L. Franklin	Aug. 16, '01	14.10	100.00	
Woods Harbour	S. K. Woods	Feb. 19, '92	22.50	200.00	
Yarmouth	E. Scott	Oct. 19, '77	220.00	250.00	

PROVINCE OF PRINCE EDWARD ISLAND.

Alberton	J. Kinch	July 30, '01	2.00	200.00	
Bay Fortune	J. R. Coffin	April 29, '75	.....	200.00	
Brundenell	J. A. Jordan	Oct. 26, '05	.....	200.00	
Cardigan River including Cardigan Bridge..					
Cardigan River from head of river to North Bank					
Mitchell River	J. Livingstone	Nov. 14, '01	2.50	100.00	
Cove Head Charlottetown on					
Hillsborough River	D. Small	Feb. 19, '77	81.50	400.00	
Crapaud	W. Myers	June 17, '74	4.50	200.00	
Egmont Bay	G. Henry	Dec. 5, '06	2.50	200.00	
Georgetown	J. Westatway	May 16, '04	38 50	200.00	
Grand River Malpeque	J. Champion	Dec. 10, '96	.....	200.00	
Miminigash	P. Doucette	Jan. 21, '08	2.50	100.00	
Montague Bridge	H. McPherson	May 5, '04	6.50	200.00	
Murray Harbour	Geo. McLeod	Jan. 19, '07	9.00	200.00	
New London	W. Bell	Aug. 25, '96	2.00	200.00	
Murray River	Geo. McLeod	Feb. 9, '97	9.00	200.00	
Pinette	J. D. McDonald	Oct. 22, '03	10.00	100.00	
Port Hill	W. C. Brown	June 20, '98	.....	200.00	
Pownal					
St. Peters' Bay	G. Barry	May 3, '01	Nil	200.00	
Souris East & West	J. Tierney	May 15, '05	64.50	200.00	
Summerside	J. Matheson	Feb. 8, '07	41.50	200.00	

PROVINCE OF PRINCE EDWARD ISLAND.—*Continued.*

Name of Port.	Harbour Masters.	Date of Appointment.	Amount Collected.	Rem't'n from fees Allowed.	Amount paid to Cr. R. C.
Grand Tracadie...	J. Clow.....	Feb. 7, '05	Nil	200.00	
Vernon River Bridge.....	J. Finlay.....	Oct. 9, '84	3.00	200.00	
Wood Island.....	J. Young.....	May 22, '99	Nil	100.00	

PROVINCE OF BRITISH COLUMBIA.

Chemainus.....	L. G. Hill.....	Mar. 2, '87	120.00	200.00	
Comox.....	G. H. Rowe.....	April 25, '96	419.00	200.00	219.00
Ladysmith.....	W. Fraser.....	May 29, '06	221.00	200.00	21.00
Nanaimo and Departure Bay....	Y. Knarston.....	Oct. 27, '05	622.50	500.00	122.50
New Westminster	W. B. Shiles	Feb. 15, '08	175.50	400.00	
Vancouver.....	M. McLeod.....	Jan. 14, '97	621.50	600.00	21.50
Victoria and Esquimalt.....	C. E. Clarke.....	Nov. 3, '94	672.50	600.00	72.50

RECAPITULATION.

Province.	No. of Ports.	Amount Collected..	Amount paid to credit of Receiver-General
Ontario.....	18	$ 1,792.50	$38.00
Quebec.....	30	1,950.50	373.50
New Brunswick.....	40	1,186.50	9.00
Nova Scotia, including Halifax...	118	5,247.55	266.50
Prince Edward Island.....	27	268.50	
British Columbia.....	7	2,852.00	456.50
Total.....	240	$13,297.55	$1,143.50

APPENDIX 45.

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels during the nine months ended 31st March, 1907.

Number of Certificate.	Date of certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1906.					
6060	July 3	Thomas B. Flower	Master	Long Point, N.B	St. John, N.B	$15.00
6061	" 4	Rogers W. Ralph	"	Espanola, Ont	Cutler, Ont	15.00
6062	" 4	Leon Jaunay	"	Limoilou, Que	Quebec, Que	15.00
6063	" 4	James Cavanagh	Mate	Perth, Ont	Ottawa, Ont	6.00
6064	" 4	Graham Harvie	Master	Vancouver, B.C	Vancouver, B.C	15.00
6065	" 4	Charles Henry Pitt	"	Westfield, N.B	St. John, N.B	15.00
6066	" 4	Wm. Robert Hamilton	"	Bobcaygeon, Ont	Kingston, Ont	15.00
6067	" 4	Wm. Alexander Gale	Mate	Young's Cove, N.B	St. John, N.B	6.00
6068	" 4	Warren Dixon	Master	Hopewell Cape, N.B	St. John, N.B	15.00
6069	" 4	Simeon Baker	"	Margaretville, N.S	St. John, N.B	15.00
6070	" 4	Oliver H. P. Rogers	"	New Westminster, B.C	Vancouver, B.C	15.00
6071	" 4	William Allen	Mate	New Westminster, B.C	Vancouver, B.C	6.00
6072	" 4	William Allen	Master	" " "	"	15.00
6073	" 12	James Alex. McLeod	Mate	Belfry Lake, C.B., N.S	St. John, N.B	6.00
6074	" 13	John A. McMillan	Master	Cape Rich, Ont	St. Catharines, Ont	15.00
6075	" 13	John S. Cope	Mate	Vancouver, B.C	Vancouver, B.C	6.00
6076	" 13	George W. Kinnee	Master	Midland, Ont	Kingston, Ont	15.00
6077	" 13	Auguste Thiaville	"	Caughnawaga, Que	Montreal, Que	15.00
6078	" 16	John Ed. Bishop	Mate	Marksville, Ont	Cutler, Ont	6.00
6079	" 26	Joseph W. Wilcox	Master	Big Loraine, C.B	Sydney, C.B., N.S	15.00
6080	Aug. 7	Bernard McKillop	Mate	Vancouver, B.C	Vancouver, B.C	6.00
6081	" 7	Bernard McKillop	Master	Vancouver, B.C	Vancouver, B.C	15.00
6082	" 7	Lloyd W. Merriam	"	Port Greville, N.S	St. John, N.B	15.00
6083	" 7	Adolph Pedessen	"	Vancouver, B.C	Vancouver, B.C	15.00
6084	" 7	Charles Barnes	"	Victoria, B.C	Victoria, B.C	15.00
6085	" 7	Wm. Baxter	"	Penetanguishene, Ont	Minicoganashene, Ont	5.00
6086	" 7	Jacob E. Rathbun	"	Solmesville, Ont	Kingston, Ont	15.00
6087	" 7	Freeman Shipman	"	Ivy Lea, Ont	"	5.00
6088	" 7	Joseph N. Gagnon	Mate	Montreal, Que	Montreal, Que	6.00

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels during the nine months ended March 31, 1907.—*Continued.*

Number of Certificate.	Date of certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1906.					
6089	" 7..	Roy Arnold Waters	Master	St. John, N.B.	St. John, N.B.	15.00
6090	" 7..	Talmage C. MacLean	"	Kiersteadville, N.B.	St. John, N.B.	15.00
6091	" 7..	Cecil Alfred Whitaker	"	Sechelt, B.C.	Vancouver, B.C.	15.00
6092	" 7..	Wilfrid Philpott	"	New Westminster, B.C.	Vancouver, B.C.	15.00
6093	" 7..	James D. Mahoney	Mate	Kingston, Ont.	Kingston, Ont.	6.00
6094	" 7..	Carl B. Merriam	Master	Parrsboro, N.S.	St. John, N.B.	15.00
6095	" 7..	Harry Breaden	Mate	Fort Selkirk, Y.T.	Victoria, B.C.	6.00
6096	" 7..	William T. Cotsford	Master	Salt Spring Island, B.C.	Victoria, B.C.	15.00
6097	" 7..	Wm. Greenwood Bates	"	Gananoque, Ont.	Kingston, Ont.	5.00
6098	" 24..	Chas. W. Edgett	"	Moncton, N.B.	St. John, N.B.	15.00
6099	" 24..	Oscar Cameron	Mate	Shelburne, N.S.	Halifax, N.S.	6.00
7000	" 24..	Thomas Tanti	Master	Vancouver, B.C.	Vancouver, B.C.	15.00
7001	" 24..	William J. Archer	"	Tracadie, N.B.	St. John, N.B.	15.00
7002	" 30..	Dougald Gates	"	Craigmont, Ont.	Ottawa, Ont.	5.00
7003	" 30..	Edwin J. Geldert	Mate	Lunenburg, N.S.	St. John, N.B.	6.00
7004	" 30..	Usabro Nishikawa	Master	Vancouver, B.C.	Vancouver, B.C.	15.00
7005	Sept. 4..	Herbert S. McCleery	"	Grey's Hills, N.B.	St. John, N.B.	15.00
7006	" 4..	Cyrenus Michner	"	Point Abino, Ont.	St .Catharines, Ont.	15.00
7007	" 13..	Richard Dowler	Mate	Barriefiled, Ont.	Toronto, Ont.	8.00
7008	" 13..	John Alb. Willett	Master	Halifax, N.S.	Halifax, N.S.	15.00
7009	" 13..	Edward Cole	Master	Dorchester, N.B.	St. John, N.B.	15.00
7010	" 13..	John Cockle	"	Vancouver, B.C.	Vancouver, B.C.	15.00
7011	" 19..	Henry F. Corkum	"	Dartmouth, N.S.	Halifax, N.S.	15.00
7012	" 21..	Thomas Kennedy	"	Burks Falls, Ont.	Toronto, Ont.	15.00
7013	" 22..	William Cooke	"	Granville, Ont.	Ottawa, Ont.	5.00
7014	" 22..	Albert R. White	Mate	Long Reach, N.B.	St. John, N.B.	6.00
7015	Oct. 3..	William S. McPhee	Master	Vankleek Hill, Ont.	Toronto, Ont.	15.00
7016	" 3..	Louis Haptonstall	"	Port Essington, B.C.	Victoria, B.C.	15.00
7017	" 8..	Johan Theodore Johnsen	"	Parrsboro, N.S.	St. John, N.B.	6.00
7018	" 23..	James Pope	Mate	Louisburg, N.S.	Halifax, N.S.	6.00
7019	" 23..	Alexander McLennan	"	Midland, Ont.	Toronto, Ont.	6.00
7020	" 24..	Edgar Pelletier	Master	L'Islet, Que.	Quebec, Que.	15.00
7021	" 24..	Loren P. Loomer	"	Advocate Harbour, N.S.	Yarmouth, N.S.	15.00

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels during the nine months ended March 31st, 1906.—*Continued.*

Number of Certificate.	Date of certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1906					
7022	" 31	Seymour Zinck	Mate	Lunenburg, N.S.	Halifax, N.S.	6.00
7023	" 31	Ralph Munro	"	Sheet Harbour, N.S.	Halifax, N.S.	6.00
7024	Nov. 5	Benson A. Bongard	Master	Picton, Ont.	Toronto, Ont.	15.00
7025	" 6	Arthur Yates	Mate	Nanaimo, B.C.	Victoria, B.C.	6.00
7026	" 6	Knud Poulsen	Master	Vancouver, B.C.	Vancouver, B.C.	15.00
7027	" 6	"	Mate	Vancouver, B.C.	Vancouver, B.C.	6.00
7028	" 14	Oswald Marin	Master	Port Arthur, Ont.	Port Arthur, Ont.	15.00
7029	" 14	Mundi Erlendson	"	Hanausa, Man.	Selkirk, Man.	15.00
7030	" 14	Hyarta Walterson	Mate	Selkirk, Man.	"	6.00
5100	" 24	Arthur C. Labelle	"	Montreal, Que.	Quebec, Que.	6.00
5101	Dec. 3	Gerardist C. McHarg	Master	St. John, N.B.	St. John, N.B.	15.00
5102	" 3	Edward N. Russell	Mate	Golden, B.C.	Victoria, B.C.	6.00
5103	" 5	Every J. Howes	Master	Airline Junction, Ont.	St. Catharines, Ont.	15.00
5104	" 7	Ernest Lefebre	"	Pointe Claire, Que.	Ottawa, Ont.	15.00
5105	" 11	Henry E. Burke	"	Lunenburg, N.S.	Lunenburg, N.S.	15.00
5106	" 18	Thomas Rippon	"	Vancouver, B.C.	Vancouver, B.C.	15.00
5107	" 18	Thomas Rippon	Mate	"	"	6.00
5108	" 20	Robert A. Hines	Master	Isaac's Harbour, N.S.	North Sydney, N.S.	15.00
	1907.					
5109	Jan. 7	Angus C. Publicover	Mate	LaHave, N.S.	Yarmouth, N.S.	6.00
5110	" 7	Robert Ward	"	Toronto, Ont.	Toronto, Ont.	6.00
5111	" 9	Chas. A. Berryman	"	Germantown Lake, N.B.	St. John, N.B.	6.00
5112	" 9	William Daly	"	Brentwood, Ont.	Toronto, Ont.	6.00
5113	" 9	William J. Leeder	Master	Bracebridge, Ont.	Toronto, Ont.	15.00
5114	" 9	Malcolm F. Macdonald	"	Pender Island, B.C.	Vancouver, B.C.	15.00
5115	" 9	Malcolm F. MacDonald	Mate	"	"	6.00
5116	" 17	Frank Johnson	Master	Vancouver, B.C.	Vancouver, B.C.	15.00
5117	" 17	Timothy Depew	"	Chatham, Ont.	Windsor, Ont.	15.00
5118	" 23	Clarence B. Faulkner	Mate	Maitland, N.S.	Yarmouth, N.S.	6.00
5119	" 26	Charles J. Stuart	Master	Montreal, Que.	Montreal, Que.	15.00
5120	" 26	Napoleon Lachance	"	Quebec, Que.	Quebec, Que.	15.00
5121	" 29	Hans. W. Kiesow	Mate	Victoria, B.C.	Victoria, B.C.	6.00
5122	" 30	Alphonse Bourget	Master	Levis, Que.	Quebec, Que.	15.00

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels during the nine months ended March 31st., 1907.—*Continued.*

Number of Certificate.	Date of Certificate.	Name	Grade.	Address.	Where Examination was passed.	Fee.
	1907.					
5123	Feb. 4..	Chas. T. F. Granholm	Mate	Port Greville, N.S.	St. John, N.B.	6.00
5124	" 19..	Joseph Boucher	Master	Quebec, Que	Quebec, Que	15.00
5125	" 19..	Walter A. Ballagh	"	Vancouver, B.C.	Vancouver, B.C.	15.00
5126	" 19..	Walter A. Ballagh	Mate	Vancouver, B.C.	Vancouver, B.C.	6.00
5127	" 19..	Herbert J. Brian	"	Kingston, Ont.	Kingston, Ont.	6.00
5128	" 19..	George J. Moltey	Master	St. Catherines, Ont.	Toronto, Ont.	15.00
5129	" 19..	Augustus Geron	Mate	Victoria, B.C.	Victoria, B.C.	6.00
5130	" 20..	Frederick Luscombe	"	Vancouver, B.C.	Vancouver, B.C.	6.00
5131	" 20..	William Hallgren	Master	Victoria, B.C.	Victoria, B.C.	15.00
5132	" 20..	Otto Owen	Mate	Victoria, B.C.	Victoria, B.C.	6.00
5133	" 20..	Israel Desforges	Master	Calumet, Que.	Ottawa, Ont.	2d Ex.
5134	" 22..	Evangeliste Gauthier	Mate	Vaudreuil, Que.	Ottawa, Ont.	6.00
5135	" 25..	Eusebe Menard	Master	Quebec, Que.	Quebec, Que.	15.00
5136	" 25..	John F. Kingston	"	Port Colborne, Ont.	Toronto, Ont.	15.00
5137	" 26..	George Oates	Mate	Halifax, N.S.	Halifax, N.S.	6.00
5138	" 26..	William A. Poole	"	"	"	6.00
5139	" 26..	Chesley Hickman	"	"	"	6.00
5140	" 26..	Amada Fougere	Master	"	"	15.00
5141	" 26..	Ovila Seguin	"	Hudson Heights, Que.	Ottawa, Ont.	15.00
5142	" 26..	Harry E. Cook	"	Amherstburg, Ont.	Windsor, Ont.	15.00
5143	" 26..	Harry S. Hughes	Mate	Victoria, B.C.	Victoria, B.C.	6.00
5144	" 26..	Arthur A. Taylor	"	Nelson, B.C.	Victoria, B.C.	6.00
5145	" 26..	Charles E. Robinson	Master	Goderich, Ont.	Kingston, Ont.	15.00
5146	" 26..	William L. Lewis	"	Victoria, B.C.	Victoria, B.C.	15.00
5147	" 26..	William Cooke	"	Grenville, Que.	Ottawa, Ont.	5.00
5148	" 26..	Jean B. Deslauriers	Mate	Quebec, Que.	Quebec, Que.	6.00
5149	" 26..	John F. Edwards	"	Vancouver, B.C.	Vancouver, B. C.	6.00
5150	Mar. 20..	William Hubley	Master	Lunenburg, N.S.	Yarmouth, N.S.	15.00
5151	" 20..	Joseph Lacouture	"	St. Ours, Que.	Quebec, Que.	15.00
5152	" 20..	William Dryden	Mate	Parrsboro, N.S.	St. John, N.B.	6.00
5153	" 20..	Robert Warren	Master	Vancouver, B.C.	Vancouver, B.C.	15.00
5154	" 20..	J. Bte. Leblanc	"	Pembroke, Ont.	Ottawa, Ont.	15.00

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels during the nine months ended 31st. March, 1907.—*Concluded.*

Number of Certificates.	Date of Certificate.	Name	Grade.	Address.	Where examination was passed.	Fee.
	1907.					
5155	" 20.	Thomas J. Jamieson	Mate	Victoria, B.C.	Victoria, B.C.	6.00
5156	" 20.	Malcolm Macleod	"	Slocan, B.C.	Victoria, B.C.	6.00
5157	" 20.	Louis Anderson	Master	Vancouver, B. C.	Vancouver, B.C.	15.00
5158	" 20.	Louis Anderson	Mate	Vancouver, B.C	"	6.00
5159	" 20.	James Alfred Woods	"	"	"	6.00
5160	" 29.	James Alfred Woods	Matser	"	"	15.00
5161	" 29.	Raphael Chevrier	"	St. Joseph de Sorel, Que	Ottawa, Ont	15.00
5162	" 29.	Thomas A. James	"	Combermere, Ont	"	5.00
5163	" 29.	William Henry Bradshaw	"	Bracebridge, Ont	Toronto, Ont	15.00
5164	" 29.	Walter Scrope Shrapnel	Mate	Vancouver, B.C	Vancouver, B.C	6.00
5165	" 29.	John David Goyetche	Master	"	"	15.00
5166	" 29.	John David Goyetche	Mate	"	"	6.00
5167	" 29.	Thomas Combe	Master	"	"	15.00
5168	" 29.	Thomas Combe	Mate	"	"	6.00
5169	" 29.	Francis Joseph Snowdon	Master	Westmeath, Ont	Ottawa, Ont	15.00

LIST of Certificates of Competency granted to Masters and Mates of Sea-going vessels during the Nine months ended March 31st, 1907.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1906.					
3668	July 4..	Archd. John Brewer	2d Mate	Devon, England	Victoria, B.C	8.00
3669	" 13..	William Hayward	"	Hull, England	Victoria, B.C	8.00
3670	Aug. 7..	Johnson Steward Morris	Master	West Advocate, N.S	St. John, N.B	15.00
3671	" 7..	Jens S. Gade	2d Mate	St. John, N.B	St. John, N.B	8.00
3672	" 7..	Ernest Henry Day	"	Isle of Wight, England	Victoria, B.C	8.00
3673	" 7..	Herbert LeRoy Harrison	Master	Fredericton, N.B	St. John, N.B	15.00
3674	" 7..	Elroy Peck	Mate	Bear River, N.S	St. John, N.B	8.00
3675	" 7..	William Ewart Clayton	"	England	Victoria, B.C	8.00
3676	" 24..	Cyril Campbell Carlisle	Master	"	"	15.00
3677	" 24..	Wm. S. Henneberry	2d Mate	Sambro, N.S	Halifax, N.S	8.00
3678	" 30..	Peter F. Mallett	"	Yarmouth, N.S	Yarmouth, N.S	8.00
3679	" 30..	Daniel McKenzie	Master	"	"	15.00
3680	Sept. 4..	Michael Howard	2d Mate	St. John, N.B	St. John, N.B	8.00
3681	" 13..	Zacharie E. Porter	"	Tusket Dedge, N.S	Yarmouth, N.S	8.00
3682	Oct. 23..	George Smith	2d "	Collardyke, Scotland	Victoria, B.C	8.00
3683	" 31..	Jens Peter Jensen	"	Halifax, N.S	Halifax, N.S	8.00
3684	Nov. 5..	Archibald Smith	Master	New Zealand	Yarmouth, N.S	15.00
3685	" 19..	Arthur L. Geitzler	"	Walton, Hants Co., N.S	"	15.00
3686	" 19..	Haines Richard P. Marshall	Mate	Weymouth, N.S	St. John, N.B	8.00
3687	Dec. 4..	Robert Winter	2d "	Victoria, B.C	Victoria, B.C	8.00
3688	" 4..	Thomas Edwards	"	"	"	8.00
3689	" 4..	Allan Richard Perrin Shaw	Master	St. Catharine, Ont	"	15.00
	1907					
3690	Jan. 9..	Sydney B. Corkum	Mate	La Have, N.S	Yarmouth, N.S	8.00
3691	" 9..	Harry Robert Muir	"	Shelburne, N.S	"	8.00
3692	" 10..	Philip Cranstown Musgrave	Master	Ottawa, Ont	Ottawa, Ont	15.00
3693	" 17..	Clifton Smith	"	New Carlisle, Que	Halifax, N.S	15.00
3694	" 17..	Henry O. Forward	2d Mate	Burgeo, N.F.L	"	8.00
3695	" 26..	Napoleon Lachance	"	Quebec, Que	Ottawa, Ont	8.00
3696	" 26..	William Shearing	2d "	Victoria, B.C	Victoria, B.C	8.00
3697	" 30..	Julius Christinius Hougaard	"	Norway	"	8.00
3698	Feb. 21..	Edgar Joseph Inness	"	Liverpool, N.S	Yarmouth, N.S	8.00
3699	" 21..	B. Walter C. Manning	"	Bridgewater, N.S	"	8.00

	1907					
3700	" 21	George Steele	Master	Victoria, B.C.	Victoria, B.C.	15.00
3701	Mar. 19	John Charles Shaw	Mate	Halifax, N.S	Halifax, N.S	8.00
3702	" 19	John C. McCarty	Master	"	St. John, N.B	15.00
3703	" 19	Magnus Leo Musson	Mate	Lincoln, England	Victoria, B.C	8.00
3704	" 19	Ambroise Richardson	Master	Halifax, N.S	Halifax, N.S	15.00
3705	" 28	John Telper Caldwell	Mate	Girvan Ayeshire, Scotland	Victoria, B.C	8.00

List of Certificates of Service granted to Masters and Mates of Inland and Coasting Vessels, during the nine months ended, March 31, 1907.

Number of Certificate	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1906					
3401	Nov. 5	Robert Chicoine	Master	Barachois, Gaspe, Que	Kingston, Ont	15.00
	1907					
3402	May 2	Frank P. Gallant	"	Leoville, Lot 1, P.E.I	Charlottetown, P.E.I	8.00
3403	" 2	James Henry Card	"	Parrsboro, N.S	Parrsboro, N.S	8.00
3404	" 14	James Murphy	"	Quebec, Que	Quebec, Que	800

APPENDIX 48

STATEMENT showing the results of certain returns respecting Shipping and Discharging of Seamen, received by the Department of Marine and Fisheries in accordance with the provisions of Chapter 113, An Act respecting Shipping in Canada, from Shipping Masters throughout the Dominion, for the half year ended June 30 and December 31, 1907.

NOTE.—The Collectors of Customs act as Shipping Masters.

QUEBEC.

Name of Port.	Name of County.	Name of Shipping Master.	For half-year ended June 30, 1907.			For half-year ended December 31, 1907.			Total Seamn Shipped.	Total Seamen Discharged	Total Amount.
			Seamen Shipped.	Seamen Discharged	Amount	Seamen Shipped.	Seamen Discharged.	Amount			
								$			$
Escoumains	Saguenay										
Gaspe	Gaspe										
Magdalen Islands	"										
Montreal	Hochelaga	William Cunningham	1,256	691	$835.30	2,937	873	1,730-40	4,153	1,564	$2565-70
New Richmond	Bonaventure	Joseph LeBlanc									
Paspebiac	"	B. C. Beauchesne CC	4	5	3.50	7	8	5.90	11	13	9.40
Perce	Gaspe	J. A. L'Esperance									
Quebec	Quebec	J. U. Gregory							200	100	700.00
Rimouski	Rimouski	I. Gauneau	Nil	Nil	Nil	Nil	Nil	Nil			
St. Johns	St. Johns	W. W. Wood									
Sorel	Richelieu	J. A. Chapdelaine									
Three Rivers	Three R. St. Maurice	A. Houliston									

NEW BRUNSWICK.

Alma	Albert	D. C. Cleveland									
Bathurst	Gloucester	P. J. Veniot	Nil	Nil							
Buctouche	Kent	J. J. LeBlance	Nil	Nil							
Chatham	Northumberland	R. J. Walls	10	8	7.40	29	5	16.90	39	15	23.40
Cocagne	Kent	A. H. Dysart									
Dalhousie	Restigouche										
Dorchester	Westmorland	W. D. Wilber		3	.90	27	33	17.40	27	36	18.30
Fredericton	York	A. F. Street	Nil	Nil		Nil					
Fredericton	York	A. F. Street	Nil	Nil		Nil					
Grand Harbour	Charlotte	D. J. W. McLaughlin	Nil	Nil		"					
Harvey	Albert			"							

Hillsborough	Albert	Wm. Woodworth	Nil	Nil		"							
Lepreaux	Charlotte	Collector of Customs											
Moncton	Westmorland	" "	Nil	Nil		Nil							
Musquash	St. John	" "											
New Brandon	Gloucester	" "				Nil							
Newcastle	Northumberland	John Russell					6	5	4.50	6	5	4.50	
Quaco	St. John												
Richibucto	Kent	B. E. Johnson	3		1.50					3		1.50	
Rockport	Westmorland												
Sackville	"	E. C. King	12	13	9.90					12	13	9.90	
St. Andrews	Charlotte	C. of C											
St. George	"	James McKay	1	Nil	.50	5	0	1.00	6	0	1.50		
St. John	St. John	W. H. Purdy	1653	526	984.30	1229	584	789.70	2882	1110	1774.00		
St. Stephen	Charlotte	H. Graham	Nil	Nil		Nil							
Shediac	Westmorland	A. M. Leger	Nil	Nil		Nil							
Shippegan	Gloucester	Edward D. Chasson	Nil	Nil		Nil							

NOVA SCOTIA.

Advocate Harbour	Cumberland	William Moore	6	8	5.40	11	7	7.60	17	15	13.00		
Amherst	"	B. W. Baker		17	5.10	2	12	4.60	2	29	9.70		
Annapolis	"	C. of C											
Antigonish	Antigonish	A. Boyd	Nil			Nil							
Apple River	Cumberland	Col. of C	Nil			Nil							
Arichat	Richmond	D. O. Madden	17	1	8.80	"	Nil		17	1	8.80		
Aspy Bay	Victoria	C. of C											
Baddeck	Victoria	A. Fraser	Nil	Nil									
Barrington	Shelburne	D. Sargent	3	7	3.25		Nil	Nil	3	7	3.25		
Barton	Digby	F. W. Hutchinson	43	11	24.80	44	70	43.00	87	81	67.80		
Bayfield	Antigonish	Col. of C											
Beliveau's Cove	Digby	E. E. Theriault	29	20	20.50	10	16	9.80	39	36	30.30		
Bear River	"	W. W. Wade	30	34	25.20	40	39	31.70	70	73	56.90		
Beaver Harbour		C. of C											
Bridgetown	Annapolis	C. of C											
Bridgewater	Lunenburg	N. C. Owen	63	34	48.50	51	53	41.40	114	87	89.90		
Canning	King's	C. of C											
Canso	Guysboro	P. C. Cullen	11	3	6.40	29	0	14.50	349	329	20.90		
Church Point	Digby	Isaac H. LeBlanc	1	Nil	.50						.80		
Clementsport	Annapolis	W. C. James	23	5	13.00	33	38	27.90	51	43	40.90		
Harbour au Bouche	Antigonish	I. M. Crispo	Nil	Nil									
Halifax	Halifax	H. Blyhe	1780	1684	1408.70	1584	1515	1246.50	3391	3199	2655.20		
Clark's Harbour	Shelburne	Ephraim Nickerson	4	4	3.20	11	8	7.90	14	12	11.10		
Jordan Bay	"	E. Lyle Martin	4	0	2.00	7	0	3.50	15	12	11.10		
Lingan	Cape Breton	C. of C											
Lepreau		J. E. Hagerty											

STATEMENT showing the results of certain returns respecting Shipping and Discharging of Seamen, received by the Department of Marine and Fisherie accordance with the provisions of Chapter 113, An Act respecting Shipping in Canada, from Shipping Masters throughout the Dominion, for the half year ended June 30 and December 31, 1907.

NOTE.—The Collectors oW Customs act as Shipping Masters.

NOVA SCOTIA—*Continued.*

Name of Port.	Name of Country.	Name of Shipping Master.	For half-year ended June 30, 1906.			For half-year ended December 31, 1906.			Total Seamen Shipped.	Total Seamen Discharged	Total Amount.
			Seamen Shipped.	Seamen Discharged	Amount	Seamen Shipped.	Seamen Discharged.	Amount			
Liscomb	Guysboro	William H. Pye	9	5	6.00	7	5	5.00	16	10	11.00
Little Bras d'or	Cape Breton	C. of C									
Liverpool	Queens	Capt. Jas. Ryan	No rtt. j			239	183	168.40	239	183	168.40
Lockport	Shelburne	C. of C	"			15	11	10.80	15	11	10.80
Londonderry	Colchester	J. A. Blaikie	Nil	Nil							
Louisburg	Cape Breton	Wm. W. Lewis	199	15	145.10	140	79	93.70	339	94	238.80
Lunenburg	Lunenburg	Benjamin C. Knock	178	60	219.90	194	162	141.10	372	222	261.00
Mahone Bay	Lunenburg	A. F. Zwicker	101	22	57.10	77	37	49.60	178	59	107.70
Main-a-Dieu	Cape Breton	C. of C	No rtns.								
Maitland	Hants	"	"								
Margaree	Inverness	"	"								
Margaretsville	Annapolis	S. Harris	Nil	Nil							
Merigomish	Pictou	Donald-McGregor	"	"							
Meteghan	Digby	E. W. Doucet	10	8	7.40				10	8	7.40
Mulgrave	Guysboro	M. J. Keating	No rtns.			26	23	19.90	26	23	19.90
No. East Harbour	Shelburne	"				3	2	2.10	3	2	2.10
North Sydney	Cape Breton	M. J. Ross	126	16	67.80	No rtn.			126	16	67.80
Parrsboro	Cumberland	D. K. Holmes	122	77	84.10	170	167	135.10	292	244	219.20
Pictou	Pictou	John Waters	12	8	8.40	48	39	35.70	60	47	44.10
Port Gilbert	Digby	C. of C	No rtns.								
Port Graville	Cumberland	T. K. Bently	35	12	21.10	No rtns.			35	12	21.10
Port Hawkesbury	Inverness	James McLean	7	10	6.50	13	11	9.80	20	21	16.30
Port Hood	"	E. D. Tremaine	Nil	Nil							
Port LaTour	Shelburne	Benj. R. Smith	"	"		Nil	Nil				
Port Lorne	Annapolis	C. of C	No rtns.								
Port Medway	Queen's	E. E. Letson	5	1	2.80	5	3	3.40	10	4	6.20
Digby	Digby	J. M. Viets				16	28	16.40			16.40
Freeport	"	A. F. Outhouse	No rtns.			6	6	4.80			4.80

French Cross	King's	C. of C.											
Glace Bay	Cape Breton	J. J. Campbell					2	4	2.20	2	4	2.20
Great Bras d'or	Victoria												
Guysboro	Guysboro	Hugh H. Bligh	"										
Hantsport	Hants	J. W. Lawrence	"										
Harbourville	Kings	D. B. Parker	"										
Isaac's Harbour	Guysborough	C. of C.											
Port Morien	Cape Breton	Joseph Orr	Nil	Nil						5,706			
Port Williams	King's	J. R. Stars	5	10	5.50					5	10	5.50
Port Wade	Annapolis	E. H. Porter	4	Nil.	2.00					4	0	2.00
Pumbico	Yarmouth	W. H. Amiro	Nil	Nil		Nil	Nil						
Pugwash	Cumberland	C. of C.	No rtns.									.50
Port Mulgrave	Guysboro	M. J. Keating	1		.50							.50
Riverport	Lunenburg	E. Gabriel Seboyer	37	14	22.70	103	108	82.90	140	122	105.60
River Hebert	Cumberland	A. W. Pugsley	24	6	13.80				24	6	13.80
Ste. Anne's	Victoria	C. of C.	No rtns.										
St. Peters	Richmond	D. M. Morrison	"	"		Nil	2	.60		2	.60
Salmon River	Digby	H. C. Perry	5	0	2.50				5	0	2.50
Sheet Harbour	Halifax	C. of C.	No rtns.			4	2	2.60	4	2	2.60
Shelburne	Shelburne	W. W. Atwood	9	5	6.00	8	9	6.70	17	14	12.70
Sydney	Cape Breton	Jas. Rudderham	38	3	19.90	333	249	241.20	371	252	261.10
Sydney Inner Pier	"	Nelson Townsend	82	51	29.90				82	51	29.90
Victoria Pier	"	Col. of C.	No rtns.										
Thorne's Cove	Annapolis	"	"	"									
Truro	Colchester	"	"	"									
Tatamagouche	"	"	"	"									
Wallace	Cumberland	"	"	"									
Walton	Halton	"											
West Arichat	Richmond	A. B. Poirier	No rtns.			12	0	3.00	12	0	3.00
Weymouth	Digby	A. H. Brooks	30	27	23.10	No rtns.			20	27	23.10
Windsor	Hants	C. of C.	No rtns.										
Wolfville	Kings	"	"	"									
Yarmouth	Yarmouth	N. L. Trefry	676	528	496.40	585	657	484.60	1,261	1,185	981.

STATEMENT showing the results of certainreturns respecting Shipping and Discharging of Seamen, received by the Department of Marine and Fisheries accordance with the provisions of Chapter 113, An Act respecting Shipping in Canada, from Shipping Masters throughout the Dominion, for the half year ended June 30 and December 31, 1907.

NOTE.—The Collectors of Customs act as Shipping Masters.

PRINCE EDWARD ISLAND.

Name of Port.	Name of Country.	Name of Shipping Master.	For half-year ended Jnue 30, 1906.			For half-year ended December 31, 1906.			Total Seasmn Shipped.	Total Seamen Dis-charged	Total Amount.
			Seamen Shipped.	Seamen Dis-charged	Amount	Seamen Shipped.	Seamen Dis-charged.	Amount			
Alberton	Prince	Jas. F. White	4	Nil	2.00				4	0	2.00
Charlottetown	Queen's	F. Beers	175	10	90.50	112	176	99.50	287	186	190.00
Crapaud	Queen's	Robert M. McDonald				8	1	4.30	8	1	4.30
Georgetown	Kings	Chas. Owen	Nil	Nil		1	0	.50	1	0	.50
Malpeque	Prince	Sub. C. of C	"	"							
Murray Harbour	Queen's	H. J. Brehaut	"	"		Nil	Nil				
Pinette	Queen's	C. of C									
Port Hill	Prince	C. of C									
St. Peters' Bay	Kings	Chas. Waye	Nil			Nil					
Souris	Kings	C. of C	"			"					
Summerside	Prince	"	"								
Tignish	Prince	A. J. Gaudet	"								

BRITISH COLUMBIA.

Abouset	Vancouver										
Clayoquot	"	John Grice	72	8	38.40	34	23	29.90	106	31	68.30
Hesquait	"	Augustus Brabant	21		10.50				21	0	10.50
Kinquot	Comox	W. J. Feker		27	8.10					27	8.10
Masset Inlet	Queen Charlotte In.	C. Harrison	35	35	28.00				35	35	28.00
New Westminster	New Westminster										
Victoria	Victoria	J. C. Newbury									
Vancouver	New Westminster	D. McPhaiden	859	935	880.60	860	844	837.40	1,719	1,779	1,718.00
Ucluclet	Barclay Sound	George Fraser	20	14	14.20				20	14	14.20

APPENDIX No. 47

WRECKS AND CASUALITIES.

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906		Yrs.			
Nov.....16	A. J. McKean..... (103.741).....	30	Charlottetown, P. E. I.....	Schooner, wood, sail .	65
July 4..	A. W. Perry..... (106,075)	9	Halifax, N. S.....	Schooner, steel, steam	873
Dec. 6..	Abbie C. Stubs..... (106,060)	24	New York, U. S. A...	Schooner, wood, sail .	295
Dec. ..	Abbie Keast..... (107,798)	7	St. John, N. B.....	Schooner, wood, sail...	96
March 16..	Adelene..... (88,697)	21	St. John, N. B.....	Schooner, wood, sail .	193
1907					
Feb. 11.	Adeona.....		Norwegian, Norway.	Barque, wood, sail...	
April 29..	Agnar.....	24	Norwegian, Norway.	Schooner ,iron, steam.	984
Jan. 10..	Agnes May..... (107,067)	9	St. John, N. B.....	Schooner, wood, sail...	92
May 27..	Aguila..... (92,474)	18	Charlottetown, P. E. I.....	Bgtn., wood, sail.....	150
1906 Sept. 1..	Aguila..... (92,474)	18	Charlottetown, P. E. I.	Bgtn., wood, sail.....	150
1905 Nov. 25..	Aid..... (97,047)	6	Liverpool, N. S.....	Tug, wood, steam...	67
March 10..	Albertha..... (107,644)	8	Lunenburg, N. S.....	Schooner, wood, sail..	94
1906 Sept. ..	Albertha..... (107,644)	7	Lunenburg, N. S.....	Schooner, wood, sail..	94
1907 April 30..	Alembic..... (104,772)	13	London, G. B.....	Schooner, steel, sail..	219
1906 Oct. 7..	Alice..... (64,626)	34	Parrsboro, N. S....	Schooner, wood. sail .	55
1907 Feb. 9..	Alice..... (112,244)	5	Vancouver, B. C....	Sloop, wood, steam...	7
1906 Nov. 29..	Alice Maud..... (96,955)	17	St. John, N. B.....	Schooner, wood, sail.	120
July 29..	Aline.....	31	Genoa, Italy.....	Bk., iron, sail.....	736
Sept. 6..	Alma..... (36,487)	46	Charlottetown, P. E. I.....	Schooner, wood, sail...	65
1907 April ..	Amelia..... (104,069)	12	Magdalen Islds., Que	Iron, steam.....	103
Feb. 9..	Amelia..... (104,069)	12	Magdalen Islds.,Que.	Iron, Steam.....	103
Feb. 25..	Americana..... (59520)	18	W. Hartlepool, G.B.	S.S., iron, steam.....	1,824

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906-7.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.	Remarks.	$
Chatham, N. B.; Alberton, P. E. I.	Alberton Bar, P. E. I..	Stranded.....	Total	2,200
Halifax, N. S.; Boston, U. S. A.	Off Liverpool, N. S., Atlantic Ocean.	Engine broke down.....	Part.	1,000
River Hebert, N. S.; New York, U. S. A.	West Quaco Beach, N. B., Canada.	Stranded.....	Part.	3,000
St. John, N. B.; Boston, U. S. A.	Near St. John, N. B...	Lost some sails.....	.....	.....
St. John, N. B.; New York U. S. A.	7 miles east Boston light, N. Atlantic.	Waterlogged and abandoned.	Total	
Preston Dock.....	Northumberland Straits.	Stranded..... 11	Total	
Glasgow, G. B.; Sydney, C. B.	Off Scatterie Island...	Damaged by ice.....	Part.	600
Boston, U. S. A.; St. John, N. B.	Long Ledge, Me., U. S..	Stranded.....	Total	2,000
Paspebiac, Que.; Boston, U. S. A.	40 miles east Cape Cod, U. S. A.	Lost foresail and part.... of deckload.		
Paspebiac, Que.; Boston, U. S. A.	45 miles off Miscon Isl., N. B.	Lost part of deckload.....		
Halifax, N. S.; Gillesport	Hamilton Inlet, Labrador.	Stranded.....	Total	
Halifax, N. S.; New York, U. S. A.	20 miles east off Chatham, U. S. A.	Lost stay sail.....		
Chester, New York.....	Hedge Fence Shoal....	Stranded.....	Slight.	
Liverpool, G. B.; Sydney, C. B.	Off Scatterie, Atlantic .	Damaged by ice.....	Part.	60
Five Islands, N. S.; West Bay, N. S.	West Bay, N. S., Parrsboro, Mines Channel.	Stranded.....	Total	525
Vancouver, B. C., coastwise.	Knights' Inlet, B. C.. .	Stranded.....	Total	2,500
St. John, N. B.; Boston, U. S. A.	Quoddy Harbour, Me., U. S. A., Atlantic.	Stranded.....	Part.	500
Canary Islands, Richibucto, N. B.	Amherst Island, Gulf of St. Lawrence.	Stranded.....	Part.	4,000
Pictou, N. S.; Charlottetown, P. E. I.	Northumberland Straits.	Stranded.....	Total	600
Halifax, N. S.; Magdalen Islands, Que.	7 miles w. s. w. of East Point, P. E. I., Gulf St. Lawrence.	Collision.....	Part.	2,500
Canso, N. S.; White Head, N. S.	Glasgow Head, N. S.. .	Damaged by ice.....		
London, G. B.; St. John, N. B.	Furness Pier, Halifax, N. S.	Damaged by fires,.....		200

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906		Yrs.			
July 10..	Angola.....	15	London, G. B.....	Schooner, steel, steam	1,811
April 26..	Annie Ethel..... (117,024)	1	Sydney, C. B.....	Schooner, wood, sail .	51
1907					
May 14..	Annie D..... (80,627)	25	Shelburne, N. S.....	Schooner, wood, sail...	71
1907					
Oct. 17..	Annie Smith..... (107,279)	7	Paspebiac, Que.....	Bktne., steel, sail....	249
June 11..	Argentina..... (92,682)	16	Pictou, N. S.....	Bktne., wood, sail....	583
Sept. 10..	Arcadia.....	.....	Norwegian.....	Bk., iron, sail.....	1.214
June 18..	Argentina ..... (92,682)	15	Pictou, N. S.....	Bktne., wood, sail....	583
1907					
Feb. 18..	Arizona..... (83,307)	24	Liverpool, N. S.....	Schooner, wood, sail .	99
1906					
Oct. 15..	Arona..... (97,190)	16	Windsor, N. S.....	Schooner, wood, sail...	532
Dec. 15..	Arrow..... (111,699)	5	Liverpool, N. S.....	Schooner, wood, sail...	183
Nov. 11..	Arthur H. Wight..... (116,911)	2	Lunenburg, N. S.....	Schooner, wood, sail...	99
Dec. 8..	Arthur H. Wight..... (116,911)	2	Lunenburg, N. S....	Schooner, wood, sail. .	99
1907					
April 13. ..	Arclight..... (107,182)	9	Charlottetown, P. E. I.	Schooner, wood, sail .	103
March 21..	Askehall..... (112,416)	6	Hartlepool, G. B....	Schooner, steel, steam	2,762
1906					
Sept. 27..	Athena..... (92,498)	18	Windsor, N. S.....	Bktne., wood, sail....	663
Nov. 9..	Athenia..... (119,121)	2	Glasgow, G. B.....	Schooner, steel, steam	5,982
Dec. 7..	Atlantic..... (122,143)	1	Lunenburg, N. S....	Schr., wood, steam...	67
Feb. 10..	Atrato..... (103,210)	9	Belze, B. H.....	Schooner, wood, sail...	215
Dec. 12..	Atlantic..... (121,870)	1	Lunenburg, N. S.....	Schooner, wood sail...	80
Aug.. ..	Audacieux..... (83,433)	20	Weymouth, N. S....	Schooner, wood, sail...	99
Nov. 28..	Baden Powell..... (107,780)	6	Chatham, N. B.....	Schooner, wood, sail...	96

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906-7.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.		Remarks.
Progress, Sydney, C. B.....	Howick Point, N. S.. .	Stranded.....	Total	
Louisburg, C. B.; Gabarus, C. B.	Harbour Point, N. S. .	Stranded.....	Total	8,50
Shelburne, N. S.; L'Ardoise, N. S.	L'Ardoise Harbour, C. B., N. S.	Stranded.....	Part.	1,200
Gaspé, Que.; Havana....	Havana Harbour, Cub	Collision.....	Part.	10,000
Lunenburg, N. S.; New York, U. S. A.	Lat. 27° 3 n. long. 45° 55 w. Atlantic.	Foundered.....	Total	
Cape Fown, S. A.; Ingram Docks, N. S.	39° n. lat., 58° w. long., Atlantic	Damaged and lost sails in hurricane.	Part.	
Buenos Ayres, New York.	Lat., 32° 50′ n.; long., 50° 12 w. Atlantic...	Foundered.....	Total	
Louisburg, N. S.; Lockport, N. S.	40 miles s. s. w. from Cape Sable Island, Atlantic Ocean.	Stranded.....		
Pensacola, Gulf Port.....	27° 0′ n. lat., 85° 0 w. long., Gulf of Mexico	Sprung a leak.....		
San Domingo, New York.	Planque, San Domingo	Stranded.....	Total	22,000
Bridgwater, N. S.; New York, U. S. A.	12 miles s. w. of Cape Sable, N. Atlantic.	Sprung a leak.....	Part.	500
Bridgwater, N. S.; New York, U. S. A.	Bay of Fundy, Atlantic	Part of deckload washed away; no loss.		
Halifax, N. S.; New York, U. S. A.	30 miles south from Cape Sable, N. S.	Lost 9 bundles lath.....		3
Middlesboro, Philadelphia	45° 41 n., 58° 41 w., N. Atlantic.	3 propeller blades broken	Part.	8,000
At Mobile, Ala., U. S. A...	.....	Driven ashore in hurricane.	Total	8,000
Montreal, Que.; Glasgow, G. B.	900 ft. below Cap La Roche, Lower Bend	Stranded.....	Part.	
Lunenburg, N. S.; Bay of Islands, Nfld.	Little Arm, Bay of Islands, Nfld.; Gulf of St. Lawrence.	Broke propellor blade and rudder.	Part.	600
Philadelphia, St. John's, Nfld.	Liverpool Bay, N. S...	Stranded.....	Total	
LaHave, N. S.; Halifax, N. S.	Goose Island, Isaacs' Harbour, N. S.	Stranded.....	Total	5,800
Little Brook, N. S.; Rockland, Me.	Rockland, Me., U. S. A	Both spars broken while unloading cargo.	Part.	400
Chatham, N. B.; New York, U. S. A.	Off White Island, N. S.	Lost deckload of lath.....		4,600

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. — Steam or Sailing.	Register Tonnage.
1906		Yrs.			
Feb. 16..	Baldwin (97,039)	15	Yarmouth, N. S....	Bktne,. wood, sail....	561
May 11..	Bartholdi (100,004)	15	Annapolis, N. S.....	Schooner, wood, sail...	299
Aug. 24..	Bartholdi (100,004)	15	Annapolis, N. S.....	Schooner, wood, sail...	299
Aug. 14..	Basil M. Geldert (103,755)	9	Liverpool, N. S.....	Schooner, wood, sail...	99
April 10..	Basutaland (112,383)	2	Liverpool, N. S.....	Schooner, wood, sail...	189
Nov. 23..	Basutaland (112,383)	3	Liverpool, N. S.....	Schooner, wood, sail...	189
Nov. 17..	Beatrice (85,345)	13	Chatham, N. B.....	Schooner, wood, sail...	78
1907					
Feb. 11..	Beaver (100,056)	16	St. John, N. B.....	Schooner, wood sail....	192
1906					
Dec. 24..	Beatrice (94,326)	17	Cardiff, G. B.....	Schooner, steel, steam	353
Sept. 2..	Bella Rose (116,303)	1	Charlottetown, P. E. I.	Schooner, wood, sail...	
July 16..	Belmont (98,630)	15	Yarmouth, N. S.....	Bk., steel, sail.....	1,415
Nov. 15..	Bessie G. (85,622)	22	Parrsboro, N. S.....	Schooner, wood, sail...	69
Sept. 5..	Bessie Dollar (12,172)	1	Victoria, B. C.....	Schooner, steel, steam	2,797
Oct. 7..	Bessie Parker (96,753)	17	St. John, N. B.....	Steel and wood, sail..	228
Nov. 9..	Blanch	7	American.....	Schooner, wood, sail...	78
1907					
April 8..	Blanche (3,799)	8	Gloucester, Mass., U. S. A.	Schooner, wood, sail...	78
1906					
June 12..	Bluenose (100,909)	3	Windsor, N. S.....	Schooner, wood, sail...	166
May 20..	Bobs (92,747)	12	Parrsboro, N. S	Schooner, wood, sail'..	97
Nov. 16..	Bonnie Glen (94,680)	17	Halifax, N. S.....	Schooner, wood, sail...	17
Aug. 20..	Boston Maine (85,545)	23	Yarmouth, N. S....	Brgtn., wood, sail....	150
April 15..	Boston Marine (85,545)	23	Yarmouth, N. S....	Brgtn., wood, sail....	150
Dec. 3..	Briardine (85,914)	24	Newcastle-on-Tyne, G. B.	S.S., iron, steam.....	1,722

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going Vessels months ending June 30, 1906-7.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.		Remarks.
Philadelphia, Las Palmar.	North Atlantic.....	Trifling accident.....		
Grand Cayman, Mobile...	Lat., 26° 54′ n.; long., 87° 51 w., Gulf of Mexico.	Lost sails.....		
Mobile, Guatamala.....	S. E. edge of Yucatan channel.	Lost 60,000 ft. lumber.....	Part.	1,200
Aquelfort, Nfld., Halifax, N. S.	Sable Isl., Atlantic Ocean.	Stranded.....	Total	6,000
Bridgewater, N. S.; New York, U. S. A.	40° n. e. by n. from Cape Cod, Atlantic.	Lost part of deckload.....	Part.	600
Sydney, C. B.; New York.	40 miles w. Cape Sable.	Lost jib and had part.... of cutwater dashed off.		
Meteghan, N. S.; Boston, U. S. A. 0	On passage from Meteghan to Boston..	Lost foresail.....		
Walton, N. S.; Boston, U. S. A.	Off Graves, Boston Harbour.	Lost foresail and jib.....		
North Sydney, St. John, N. B.	Cranberry Head, Sydney Harbour.	Sprung a leak.....	Total	35000
Souris, P. E. I., Fishing ground.	Colwell Bay, Nfld.....	Stranded.....	Part.	420
Rozario, Rio de Jan.....	4 miles w. by n. from Chies Vessel Light, River Plate, A. R....	Collision.....		
Hantsport, N. S.; Parrsboro, N. S.; St. John, N. B.	Spencers' Isl., Beach, Minas Channel.	Stranded.....	Part.	300
Port Townsend, Shanghai.	Lower section of Whin pool River, Shanghai China.	Collision.....		
St. John, N. B.; New York, U. S. A.	3 miles west of Anoddy Head, Me., U. S. A.	Stranded.....	Total	11,161
Gloucester, Mass.; Pt. Hawkesbury, Mass., Fishing grounds.	Middle ground between Canso and Sable Ild..	Damaged in gale.		110
Gloucester, Mass., Canso, N. S.....	Kalbacks Head, Lunenburg Harbour.	Stranded.....		1,200
Hantsport, N. S.; New York, U. S. A.	Parrsboro River, Minas Basin, N. S.	Fire.....		300
Maitland, N. S.; New Haven, U. S. A..	Vineyard Haven, off Mount Desert.	Lost sails and rigging, ... and broke wheel.		
Charlottetown, P. E. I.; Pictou, N. S.	Coals' Reef, 45° 40 n., 62° 40 e., Pictou, N.S	Stranded.....	Total	
Louisburg, N. S.; Chatham, N. B.	Cape Tormantine, N.B. Gulf St. Lawrence.	Stranded.....	Total	3,780
Bridgewater, N. S.; New York, U. S. A.	Nantuckets Shoals....	Split sails.		
Bordeau, Liscomb Mills..	45° 41′ n. lat., 57° 13′ w. long., N. Atlantic.	Lost propellor and .... blades.		500

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1907		Yrs.			
Jan. 8..	Britannia..... (100,571)	14	Lunenburg, N. S....	Schooner, wood, sail...	89
1906					
Dec. 3..	Britannia..... (100,571)	13	Lunenburg, N. S....	Schooner, wood, sail...	90
	Brooklyn..... (111,697)	6	Liverpool, N. S.....	Schooner, wood, sail...	247
1907					
Jan. 12..	Burnham H..... (96,823)	17	Lunenburg, N. S....	Schooner, wood, sail...	88
1906					
March 12..	C. B. Whidden..... (111,698)	4	Liverpool, N. S.....	Bktn., wood, sail.....	349
Dec. 30..	Calcium..... (103,726)	10	Parrsboro, N. S.....	Bk., wood, sail.....	687
1907					
Feb. 25..	Cambridge..... (92,579)	22	Halifax, N. S.....	Schooner, wood, sail...	13
1906					
July 24	Camosun.....	1	Glasgow, G. B.....	Schr., steel, steam....	794
Sept. 27	Canada..... (100,262)	15	Windsor, N. S.....	Ship, wood, sail	2,137
May 21..	Canadian..... (111,706)	.....	Lunenburg, N. S....	Schooner, wood, sail.	108
1907					
Jan. 12..	Candid.....	34	St. Johns, Nfld.....	Schooner, wood, sail...	35
1906					
May 16..	Capitano..... (100,203)	14	Vancouver, B. C....	SS. steel, steam.....	157
March 18..	Carrie Easter..... (85,619)	23	Port Medway, N. S..	Schooner, wood, sail...	179
June 18..	Carry L. Smith..... (96,744)	17	St. John, N. B,.....	Bk., wood, sail.....	600
1907					
Jan. 24..	Casco..... (100,642)	28	Victoria, B. C.....	Schooner, wood, sail...	68
1906					
July 21..	Chehalis..... (103,165)	9	Vancouver, B. C....	Wood, steam.....	36 ft
Jan. 30..	Carib II..... (107,989)	5	Shelburne, N. S.....	Schooner, wood, sail..	194
Dec. 2..	Cheslie..... (103,726)	11	Parrsboro, N. S.....	Schooner, wood, sail...	331
1907					

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906-7.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.		Remarks.
Halifax, N. S., Mass.	Boston, Haddock Shoals, N. S..	Stranded.....	Part.	4,500
Bay of Islands, Nfld., Boston, U. S. A.....	Off Cape Ray, Nfld....	Lost part of cargo, and.... sail damaged.		
Weymouth, N. S.; Havana, Cuba.	North Atlantic, lat., 29° 44 n.., long., 71° 20 w.	Lost sails, and vessel waterlogged.	1 Part.	
Lake Harbour, Nfld.; Halifax, N. S.	Black Rock Brook, Nfld., N. Atlantic.	Stranded.....	Total	4,500
Pascogula, Havana.....	Horn Isl. Light House,. n. w. x w. 6½ miles, Gulf of Mexico.	Trifling accident.'.....		
Philadelphia, Gulf port...	Chandelier Island, Mass., U. S. A.	Stranding.....		4,000
Lockport, N. S.; Lockport, N. S.	Hound Shoal, Cross Island, N. S.	Stranding.....	Total	2,400
Vancouver, B. C.; Portland Canal, B. C.	Prince Rupert, B. C. .	Stranding.....		
Rio de Janeiro, Pensacola.	Pensacola Bay.....	Stranded.....		
Cadiz, Spain, St. Johns, Nfld.	38° 41 n., 14° 31 w., Atlantic.	Foundered.....	Total	5,550
Halifax, N. S.; Port Mauton.	Liverpool Harbour....	Stranded.....	Total	
Vancouver, B.C., coastwise.	Baronet Passage, B.C.	Stranded.....	No damage.	
Port Hastings, N.S..... Yarmouth, N.S.	20 miles east of Halifax	Foundered.....	Total,	$2,750
Bear River, N.S., Annapolis, N.S.....	Ferry Slip, Annapolis Royal, N.S.....	Stranded.....	Part,	4,000
Victoria, B.C., San Diego, Cal., U.S.A.	Off San Diego, Cal., U.S.A.	Stranded	Part,	750
Vancouver, B.C., Coastwise.	Brockton Point, Vancouver Narrows, B.C.	Collision with S.S. 8 "Princess Victoria"	Total,	
Puerto Cortez, New York, U.S.A.	Lat. 18° N., Long. 85°, W., Caribbean	Lost top mast and jibboom .	Part,	150
New York, U.S.A.....	Off coast Maine, U.S.A.	Lost bowsprit.....	Part,	700

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1907		Yrs.			
June 6..	Chieftain..... (94,820)	16	Victoria, B. C.....	Wood, steam.....	
1906					
Sept. 21..	City of Seattle.....	16	New York, U. S. A.	Schooner, iron, steam.	767
Nov. 4..	Clara C. Scott..... (119,982)	1	Georgetown, C. I...	Schooner, wood, sail...	261
Sept. 27..	Clara C. Scott..... (119,982)	1	Georgetown, C. I...	Schooner, wood, sail...	261
April 11..	Clarence B..... ((111,739)	4	Lunenburg, N. S....	Schooner, wood, sail...	90
Sept. 3..	Clifford C..... (85,980)	24	St. John, N. B.....	Schooner, wood sail..	96
Dec. 4..	Collector..... (107,122)	8	Lunenburg, N. S....	Schooner, wood sail..	99
Dec. 7..	Coloma.....	27	San Francisco, U.S.A	Bkt., wood, sail.....	852
Oct. 24..	Conductor..... (80,804)	26	Windsor, N. S.....	Bgtn., wood, sail.....	1,067
1907					
May 10..	Concordia..... (84,342)	26	Glasgow, G. B.....	Schooner, iron, steam.	1,617
1906					
Dec. 1..	Cora May..... (94,758)	18	St. John, N. B.....	Schooner, wood, sail..	117
Nov. 5..	Corinto..... (103,024)	11	Parrsboro, N. S.....	Schooner, wood, sail..	[98
1907					
June 20..	Crystal Stream..... (112,229)	34	St. John, N. B.....	Wood, steam.....	304
1906					
June 30..	Cymbelene..... (88,348)	22	Arichat, N. S.....	Schooner, wood, sail...	97
Dec. ..	Darby.....	.....	Norwegian, Norway.	Bk., wood, sail.....	882
1907					
May 18..	Deeta M..... (111,405)	7	Lunenburg, N. S.....	Schooner, wood, sail...	81
1906					
Aug.. 26..	Diana.....	.....	Gloucester, Mass....	Schooner, wood, sail..	89
Dec. 14..	Dictator..... (97,089)	16	Lunenburg, N. S.....	Schooner, wood, sail...	78
Jan. 26..	Dixon Rice..... (107,601)	6	Weymouth, N. S....	Bgtn., wood, sail.....	196
Oct. 19..	Doris M. Pickups..... (107,300)	5	Annapolis, N. S.....	Schooner, wood, sail...	373

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906-7.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.		Remarks.
Vancouver, B.C., Pt. Essington, B C.....	At anchor in Skeena River at wharf, B.C.	Burnt.....	Part,	3,000
Seattle, Wash.,, Victoria, B.C.	Trial Island Baynes Channel, B.C.	Stranded.....		
Pascaqout, Kingston, Ja.	Carribean Sea near Yucatan Channel....	Lost deckload of lumber	Part,	
In Port; Mobile.....	Harbour of Mobile....	Collision with wharf.....	Part,	800
Halifax, N.S., Port Hood, N.S.	West side of Port Hood N.S.	Stranded.....	Part,	1,700
St. John, N.B., Boston, Mass., U.S.A.	7 miles, N.N.E. of Cape Ann, Ipswick, Bay	Broke main boom.....		
LaHave, N.S., Bay of Islands, Nfld.....	Port au Port, Nfld., Gulf St. Lawrence	Went ashore.....	Part,	1,000
San Francisco, Cal., San Diego, Cal., U.S.A.	N. Pacific West coast of Vancouver, B.C.	Foundered.....	Total,	
New York, U.S.A., Lewis Port, Newfoundland.	Off Newfoundland N. Atlantic.	Lost some sails.....	Part,	1,300
Glasgow, G.B., Montreal, Que.	At dock in harbour at Montreal, Que.	Bar of iron fell and broke hole in bottom		
New York, U.S.A., St. John, N.B.	Off Cape Cod, Mass., U.S.A.	Collision with Schr..... "Harry Miller".	Part,	500
St. John, N.B., River Hebert, N.S.	Off Chignecto Cape, Cumberland Bay, N.S.	Damaged in gale.....	Part,	200
Coles Wharf, Washademoak, N.B.	Coles Island, Queens Co., N.B.	Burnt..... 4	Total,	18,150
Halifax, N.S., New York, U.S.A.	3 miles from Bayof Funday.	Lost part deckload of.... lath.		12
Weymouth, N.S., Canary Islands.	Stone work at Campbell's wharf, Sissiboo River.	Stranded.....	Total,	
Halifax, N.S., Souris, P.E.I.	West Quoddy Ledge, N.S., N. Atlantic.	Stranded.....	Total,	4,000
Gloucester, Mass., Fishing Grounds.....	7 miles west of East Point, Gulf St. Lawence.	Collision.....	Part,	500
Georgetown, P.E.I., St. Pierre.	80 miles west of St. Pierre Micq.	Suffered in gale.....	Part,	900
Weymouth, N.S., Wilmington, N.B.....	Riding Rocks, Grand Bahames.	Stranded.....	Total,	
Mobile, Gulf Port.....	Caribbean Sea.....	Sprung a leak.....		

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage
1907		Yrs.			
Feb. 4..	Dorothy M. Porter..... (117,168)	1	Windsor, N. S.....	Schooner, wood, sail...	168
1906					
Nov. 7..	Drusie..... (116,912)	1	Paspebiac, Que	Schooner, wood, sail...	99
Oct. 9..	E. A. Post..... (112,139)	3	Shelburne, N. S.....	Schooner, wood, sail...	199
Dec. ..	E. A. Sabean..... (90,839)	5	Port Medway, N. S..	Schooner, wood, sail...	249
Dec. 16....	E. A. Sabeau..... (90,839)	5	Port Medway, N. S..	Schooner, wood, sail.	249
1907					
April 6..	E. Merrian..... (80,395)	25	Parrsboro, N. S....	Schooner, wood, sail.	331
1906					
March 20..	Earl of Aberdeen..... (103,013)	11	Parrsboro, N. S....	Schooner, wood, sail.	416
1907					
Feb. 1..	Edde Theriault..... (111,895)	2	Weymouth, N. S....	Schooner, wood, sail.	168
1906					
Oct. 9..	Edwin R. Hunt.....	14	Bath, Me., U. S. A..	Schooner, wood, sail.	1,005
July 16..	Elina.....	1	(Norwegian).....	Schooner, iron, steam	
July 4..	Elsie..... 116,441)	3	Liverpool, N. S....	Schooner, wood, sail.	149
1907					
June 13	Elsie ..... (116,441)	4	Liverpool, N. S....	Schooner, wood, sail.	149
	Eliza Mac..... (100,706)	6	Pictou, N. S.....	Schooner, wood, sail.	85
1906					
April 12..	Emilie Andrie..... (4,448)	16	St. Pierre, Micq....	Schooner, wood, sail .	116
Dec. 5..	Emma R. Harvey.....		(American).....	Schooner, wood, sail.	300
March 14..	Empress..... (107,761)	5	Charlottetown, P. E. I.	Schooner, wood, sail.	335
Dec. 3..	Ensenda..... (94,735)	17	Windsor, N. S.....	Bk., wood, sail.....	999
Sept. 15..	Eric..... (96,941)	16	St. John, N. B.....	Schooner, wood, sail .	119
Nov. 7..	Eric..... (96,941)	16	St. John, N. B.....	Schooner, wood, sail.	119
Oct. 12.	Eva Stewart..... (83,136)	17	Parrsboro, N. S....	Schooner, wood, sail.	98
Oct. 7..	Eventide..... (100,737)	13	Windsor, N. S.....	Schooner, wood, sail.	97

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and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906-7.

Port sailed from. – Port bound to.	Place where casualty happened.	Cause and nature of Casualty.	Remarks.	
Bonaire, New York, U.S.A	Lat. 36°, 20′ N., long. 72°, 50′ W. Gulf Stream.	Lost foretop-jibbom and gear.		100
Barbados, Paspebiac....	Lat. 37°, 0′ N. Long. 63°, 50′ W. Atlantic.	Lost sails and sprung a.... leak.	Total,	10,000
Shelburne, N.S., Philadelphia, U.S.A.....	Corn Island, Nicaragua	Stranded.....		
New York, U.S.A., New York, U.S.A.	45 40 L. 57. 40 S. Mamo Bank..	Stranded.....	Part.	
Port of Spain, Philadelphia, U.S.A.	35 miles N.W. of Port of Spain, Carribean Sea.	Last Topmast and sails....		
Bridgeport, Conn. U.S.A., St. John, N.B.....	Off Chatham, Mass., U. S.A.	Lost both anchors and.... part of chain.		
Fairport, N.S., New York, U.S.A.	No. of Georges' Bay of Funday, N.S.	Lost foresail and dam-.... aged Cut water.	Part,	700
Boston, U.S.A., Weymouth, N.S.	East side draw pier Ry. Bridge, Sissiboo Riv.	Stranded.....	Slight.	
Boston, Mass., St. Ann, Chester, Pa.	.....	Put into Halifax leaky		
Sydney, N.S., Three Rivers, Que.	In the river at Quebec,	Collision with the "Arctic".	No damage.	
New Bedford, Mass, U.S.A., Port Clyde, N.S....	26 miles S. W. from Seal Island No. Atlantic.	Collision with unknown steamer.	.... Part.	
Plenque, San Domingo, San Domingo.	Plenque Harbour, Caribbean Sea.	Stranded.....	Total,	8,000
Summerside, P. E. I., Wallace, N.S.....	2½ miles off Cape Tormentine, Northumberland Sts.	Foundered.....	Total,	2,500
St. Pierre, Micq., Sydney, N.S.	Little Loraine, Cape Breton.	Stranded.....	Total,	2,500
Apple River, N.S., Boston U.S.A.	5 miles E. Digby Gut, N.S., Bay of Fundy.	Sprung a leak in gale....	Total.	
Havana, St. Johns, Nfld.	Cape Harbour, No. Atlantic.	Lost sails.....9.....		
Buenos Ayres, New York, U.S.A.	36°, 10′ N. Lat. 70°, 0′ W. Long, Atlantic.	Spars and rigging dam-.... aged.	Part.	
St. John, N.B., New Haven, U.S.A.	Vineyard Haven, Mass. U.S.A.	Lost anchor.....		
St. John, N.B., Vineyard Haven.	Off Maine.....	Lost portion of cargo.... and some sails.		
Windsor, N.S., Boston, Mass.	Off Isle Haute, Maine, U.S.A.	Lost some sails.....		
Summerside, P.E.I., Paspebiac, Que.	Paspebeac, Que., Gulf St. Lawrence.	Stranded.....	Total.	

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906		Yrs.			
Nov. 5..	Evolution..... (94,855)	17	Parrsboro, N. S.....	Schooner, wood, sail.	173
Sept. 24.	Exception..... (100,517)	14	Parrsboro, N. S,....	Bktn., wood, sail.....	318
March 18..	F. B. Lovitt..... (100,318)	14	Yarmouth, N. S....	Bktn., wood, sail.....	554
July 9..	F. B. Lovitt..... (100,318)	14	Yarmouth, N. S....	Bktn., wood, sail.....	554
June 10..	F. W. Pickels..... (111,997)	4	Annapolis, Royal, N. S.	Schooner, wood, sail .	315
1907					
April 21 ..	Fauna..... (97,093)	16	Windsor, N. S.....	Schooner, wood, sail .	121
May 2..	Fimreite.....	1	Bergen, Norway....	SS., steel, steam.....	2,475
1906					
Dec. 19.	Fern..... (111,983)	4	Vancouver, B. C....	Sloop, wood, steam...	17
Aug. 10..	Fleur-de-Lis..... (100,891)	12	Digby, N. S.....	Schooner, wood, sail.	17
Sept. 27..	Flora Temple..... (103,397)	48	Port Hawkesbury, N. S.	Schooner, wood, sail.	55
Dec. 1..	Flora Temple..... (103,397)	48	Port Hawkesbury, N. S.	Schooner, wood, sail.	55
Sept. 20..	Florence..... (95,296)	17	West Hartlepool....	Steel, steam.....	1,609
Aug. 30..	Florence May..... (96,729)	16	Chatham, N. B.....	Schooner, wood, sail .	74
Oct. 17..	Frances..... (111,891)	3	Weymouth, N. S.....	Schooner, wood, sail .	259
Nov. 3..	Frank..... (107,187)	9	Charlottetown, P. E. I.	Schooner, wood, sail'	30
May 28..	Frank and Ira..... (103,254)	12	St. John, N. B.....	Schooner, wood, sail.	98
Aug. 31..	Frank and Ira..... (103,254)	12	St. John, N. B.....	Schooner, wood, sail.	98
Nov. 29..	Freedom..... (122,006)	1	Lunenburg, N. S....	Schooner, wood, sail.	197
1907					
Jan. 23..	Free Trade..... (103,021)	12	Moncton, N. B.....	Schooner, wood, sail .	73
1906					
May 31..	G. B. Lockhart.....	19	Windsor, N. S.....	Wood, sail.....	295
Nov. 4..	G. M. Cochrane..... (116,902)	1	Parrsboro, N. S.....	Schooner, wood, sail.	220
Nov. 4..	Garfield.....	22	Arandale, Norway..	Bk., wood, sail.....	671
July 5..	Gaspeseau.....	.....	Quebec, Que.....	Schooner, iron, steam.	287
May 29..	Geo. T. Hay.....	19	Parrsboro, N. S....	Schooner, wood, sail.	1,647

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906-7.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.		Remarks.
Campbelltown, Bridgeport, Conn.	Provincetown, Mass., U.S.A.	Waterloged. Lost sails.... and deckload of lath.		
Pascagoula, Miss., Havana, Cuba.	Off Havana, Cuba.	Lost in hurricane.....	8 Total,	10,000
Yarmouth, N.S., Beunos Ayres.	Lat. 48°, 50′ N., long. 60°, 75′ W. Atlantic.	Main boom broke.....	1	
Buenos Ayres, Philadelphia, U.S.A.	Lat. 34°, 27′ S., long. 44°, 18′ W., So. Atlantic.	Lost sails.....		
Colon, Savanah.....	Lat. 22°, 40′ N., long. 86°, 2 W., Gulf Mexico.	Lost 3 sails.....		
Halifax, N.S., New York, U.S.A.	Lat. 40°, 45′ N., long. 69°, 11′ W. Atlantic.	Lost cross trees and....	Part,	1,000
Boston, Mass., U.S.A., Louisburg, N.S.	Whitehead, Atlantic.	Stranded.....	Part,	16,000
Ladysmith, B.C., Victoria B.C.	Cadboro Ph. entrance to Baynes Channel.	Stranded.....	Part.	
Digby, N.S., Yarmouth, N.S.	Cape Sable, N.S., Atlantic Ocean.	Stranded.....	Part,	300
Halifax, N.S., Port Hood, N.S., Margaree.	Entrance to Margaree Harbour, Gulf St. Lawrence.	Stranded.....	Trifling.	
Halifax, N.S., Margaree.	5 miles N.E. from Port Hood, N.S., Gulf St. Lawrence.	Lost sails and stranded....	Total,	2,900
At wharf, St. John, N.B.	Pettingill's wharf, St. John, N.B.	Cargo on fire.....	No loss.	
Sydney, C.B., Buctouche, N.B.	Tormentine Cape Northumberland Straits.	Stranded.....	Total	
Weymouth, N.S. Havanah, Cuba.	Havanah Harbour, Cuba.	Collision.....		
Cheticamp, N.S., St. Pierre, Micq.	Cheticamp Bar, Cape Breton, N.S.	Stranded.....	Part,	75
St. John, N.B., Boston, Mass., U.S.A.	E.N.E. off Cape Ann, Mass., U.S.A.	Last part of deck load....		
New Haven, Conn., St. John, N.B.	Cedar tree neck near west chap. light.	Stranded.....	Part.	
Halifax, N.S., New York, U.S.A.	10 miles N.E., from Heightland Light, U.S.A.	.....	Part,	200
Parrsboro, N.S., Grand Manan.	McCays Head, Cape Spencer, Can.	Stranded.....	Total,	3,000
New York, U.S.A., Curacao.	Bonaire, Carribbean Sea.	Stranded.....	Total,	
Parrsboro, N.S., New Haven, Conn.	Nantuckett Beach, Mass., U.S.A.	Wrecked.....	Total,	
Port Richmond, Glasgow, G.B.	North Side of P.E.I., Gulf St. Lawrence.	Sprung a leak.....	Part,	4,500
Quebec, Que.....	Victoria Pier, Montreal	Coll'on with steam elevator	Part.	
Rosario, Ludriz Bay....	.....	Abandoned at sea.....	Total.	

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906		Yrs.			
Aug. 25..	Gimle.....		Norwegian, Norway.	Schooner iron, steam	699
Sept. 27..	Glenafton..... (100,003)	16	Annapolis, N. S.....	Schooner, wood, sail .	344
Feb. 14..	Greta..... (107,972)	8	Dorchester, N. B....	Schooner, wood, sail.	146
March 9..	Gypsum Emperor..... (100,279)	14	Windsor, N. S.....	Schooner, wood, sail.	644
1907					
Jan. 29..	Gypsum Empress..... (100,731)	15	Windsor, N. S.....	Schooner, wood, sail.	723
Dec. 18	H. H. Kitchener..... (111,448)	6	Lunenburg, N. S....	Schooner, wood, sail.	100
Sept. 7..	H. H. Kitchener..... (111,418)	6	Lunenburg, N. S....	Schooner, wood, sail.	100
April 20..	H. M. Stanley..... (96,957)	16	St. John, N. B.....	Schooner, wood, sail .	
1907					
Jan. 22..	H. R. Emmerson ..... (90,619)		Moncton, N. B.....	Schooner.....	
1906					
July 8..	Harlyn.....	14	West Hartlepool.... U. K.	Schooner, steel, steam	928
1907					
March 17..	Harry W. Lewis..... (96.758)	18	St. John, N. B.....	Schooner, wood, sail.	291
1906					
April 12..	Hortensia..... (11,747)	38	Maehies, Me.....	Schooner, wood, sail.	161
Dec. 8..	Hazel Glen..... (85,554)	22	Annapolis, N. S.....	Schooner, wood, sail.	89
Sept. 29..	Hector..... (88,694)	20	St. John, N. B.....	Bkn., wood, sail.....	498
Jan. 23	Hector (88,694)	21	St. John, N, B	Bkn., wood, sail.	498
1906					
Oct. 17..	Helen E. Kenney..... (100,067)	16	St. John, N. B.....	Schooner, wood, sail.	294
Dec. 17..	Henriette..... (112,254)	33	Vancouver, B. C....	Schooner, wood, sail.	96
Sept. 3..	Hibernia..... (100,347)	3	Maitland, N. S.....	Schooner, wood, sail.	298
July 29..	Hilda C..... (107,659)	7	Lunenburg, N. S....	Schooner, wood, sail.	99
April 6..	Hilda C..... (107,659)	7	Lunenburg, N. S. ...	Schooner, wood, sail.	99
Oct. 20..	Hugh G..... (116,903)	1	Parrsboro, N. S.....	Schooner, wood, sail.	430
1907					
Jan. 23..	Hugh G.....	1	Parrsboro, N. S....	Schooner, wood, sail.	430
Jan. 19..	Horace G. Morse ... (116,903)	17	Sommers' Point, N.	Schooner, wood, sail.	388

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.		Remarks.
Chester, Pa., St. Ann's, C.B.	Off coast A. ocean....	Broke propellor Blade.....		
Mobile, Caybarian.....	Gulf of Mexico.....	Encountered storm of.... great violance.	Part,	4,500
Dalhousie, N.B., Boston, Mass., U.S.A.	Shovelful Shoal near Boston, Mass, U.S.A	Stranded.....		
Halifax, N.S., New York, U.S.A.	Lat. 40°, 20′ N., long. 69°, 0′ W. Atlantic.	Broke foregaff and split sail		125
Bridgewater, N.S., New York, U.S.A.	LaHave River, N.S..	Stranded.....		
Gaspe, Que., New Bedford Mass., U.S.A.	Off Chatham, Mass., U.S.A.	Lost both anchors and.... 100 fathoms chain....	Part,	300
Picton, N.S., Paspebiac..	Paspebiac, Harbour, N.S., Gulf St. Lawrence.	Stranded.....		1,000
St. John, N.B., Pawtucket, R.I., U.S.A.	Handkerchief Shoal, Vineyard Haven.	Lost anchors.....		
..... St. John, N.B.	Vineyard Haven, U.S.A.	Broke propellor blades....		125
Frapani, Gloucester, Mass U.S.A.	Black Point, Shelburne N.S.	Stranded.....	Total,	
St. John, N.B., New York, U.S.A.	Vineyard Haven, Mass. U.S.A.	Lost some sails.....		
Apple River, New York, U.S.A.	Cumberland Bay, N.S.	Stranded.....	Part,	2,000
Port Johnson, N.B., Freeport, N.S.	Off Block Island, N.S.	Lost foresail.....		
Mobile, Guantonomo,....	Gulf Mexico.....	Encountered storm.....	Part,	2,700
Mobile, Guantonomo.....	30°, 10′ N. Lat., 87° 18′ W. Long. Gulf Mexico.	Heavy weather.....		
Pascagola, Havana.....	Havana Harbour, Cuba	Collision.....	Part,	1,200
St. John, N.B., Boston, Mass., U.S.A.	In passage from St. John to Boston,Mass	Lost some sails.....		
Barcona, New York, U.S.A.	Lat. 34°, 0′ N., long. 73°, Atlantic.	Lost main sail and jib....	Part,	300
New York, U.S.A., Bluefields, Nicaragua.	Harbour Bar, Bluefields Nicaragua, Carribbean Sea.	Stranded.....	Total,	5,000
Shelburn, N.S., New York U.S.A.	Vineyard Haven, Mass. U.S.A.	Sprung Main mast.....		
New York, U.S.A., Port Greville, N.S.	Off Norwalk Island, Conn., L.I.Sound.	Damaged by Collision....		500
Port Greville, N.S., New York, U.S.A.....	Off Portland, Maine, American Coast....	Lost jibbom, foresail.... jib and head gear.....	Part,	570
St. John, N.B., Philadelphia, U.S.A.	Point Bliss, Charlotte Island, U.S.A.	Stranded.....	Total	21,252

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906					
Oct. 29..	Hornet..... (85,506)	24	St. John, N. B.....	Bktn., wood, sail.....	407
1907					
Feb. 10..	Ida M. Clark..... (111,687)	4	Shelburne, N. S.....	Schooner, wood, sail.	99
1906					
Nov. 6..	Ivanhoe..... (111,638)	5½	Lunenburg, N. S....	Schooner, wood, sail.	100
1904					
Nov. 5..	Ivanhoe..... (116,588)	1	Liverpool, N. S.....	Schooner, wood, sail.	99
1906					
Sept. 27..	J. B. Martin..... (100,001)	16	Annapolis, N. S.....	Schooner, wood, sail.	99
Nov. 10..	J. D. Everett..... (94,731)		Windsor, N. S.....	Wood, Sail.....	1,957
Nov. 10..	J. E. Graham..... (83,204)		Windsor, N. S.....	Wood, sail.....	1,369
Nov. ..	J. L. Colwell..... (111,510)	5	St. John, N. B.....	Schooner, wood, sail.	99
1907					
Feb. 25..	J. W. Hutt..... (111,694)	6	Liverpool, N. S.....	Schooner, wood, sail.	349
1906					
	Jennie May..... (103,491)	11	Lunenburg, N. S....	Schooner, wood, sail.	88
	Jessie..... (855,809)	32	Halifax, N. S.....	Wood, sail.....	36
Oct. 7..	John G. Walter..... (116,325)	3	Parrsboro, N. S.....	Schooner, wood, sail.	209
Oct. 7..	Keewaydin..... (94,853)	17	Parrsboro, N. S.....	Schooner, wood, sail.	187
June 7..	Keewaydin..... (94,853)	17	Parrsboro, N. S....	Schooner, wood, sail.	187
Nov. 11..	Kensington..... (102,155)	12	Liverpool, G. B.,...	4 masts, steel, steam.	5,645
Sept. 27..	Kig of Avon..... (112,064)	2	Windsor, N. S.....	Schooner, Wood, sail	417
Nov. 17..	L'Anglon..... (116,228)	4	Quebec, Que.....	Sloop, wood, sail....	24
May 28..	Laconia.....	16	Barbadoes, B. W. I.	Schooner, wood, sail.	485
Feb. 12.	Lady Napier..... (107,765)	4	Charlottetown.....	Bgne., wood, sail.....	210
Sept. 25..	Lady Napier..... (107,765)	4	Charlottetown, P. E. I.	Bgtn., wood, sail.....	210
March 17..	Landskrona..... (88,399)	20	Windsor, N. S.....	Bk., wood, sail.....	1,330
Dec. 1..	Laura..... (107,290)	5	Liverpool, N. S.....	Schooner, wood, sail.	299

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906-7.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.		Remarks.
At Mobile wharf, U.S.A		Stranded during hurricane and tidal wave	Part,	$10,000
Porto Rico, Turk's Island, Lockport, N.S.	Lat. 33°, 30′ N., long. 67°, 51′ W. No. Atlantic.	Sprung a leak	Part.	
Perth Amboy, N.J., U.S.A Popes' Harbour, N.S. Ch'town, P.E.I.	Middle Ledge off Isaac' Harbour, N.S.	Stranded	Total,	5,100
Halifax, N.S., Bahamas.	From 600 to 700 S. W. from Halifax, N.S.	Lost at sea	7 Total.	
Bonaventure, Boston, Mass., U.S.A.	Egmont Bay, P.E.I., Northumberland,str.	Stranded	Part.	
Boston, Mass., U.S.A., Buenos Ayres.	Buenos Ayres, Argentine Rep	Stranded	Trifling.	
Boston, Mass., U.S.A., Buenos Ayres.	Roads, Buenos Ayres, Argentine Republic.	Stranded	Serious.	
Port Johnson, N.J., St. Andrews, N.B.	Kitteny Pt	Stranded		
Gulf Port Mail, Sandy Hook.	Lat. 8°, 30′ N., long. 53°, 20′ W. Atlantic.	Lost some sails		
Halifax, N.S., Bay St. George, Newfoundland.	Canso Harbour, N.S.	Collision with Schr "Sea Foam."	Part,	150
Port Hastings, N.S., Guysboro, N.S.	Medford Haven at Old Bridge, Guysboro, N.S.	Foundered	Total,	480
New York, U.S.A., Amherst, N.S.	Wood Point, N.B., Cumberland Bay.	Stranded	Part,	1,300
New York, U.S.A., Wolfeville, N.S.	2 miles E. Horton's Point Long Island,N. Y., U.S.A.	Stranded	Total,	6,000
Providence, R.I., Parrsboro, N.S.	Off Tarpoulin Cove, N.S.	Collision		
Liverpool, N.S., Montreal, Que.	Matane Light S. 66 W. true 2½ miles, Gulf St. Lawrence.	Stranded	Part,	12,000
Cienfuegos, Cuba, Mobile, Ala., U.S.A.	Port Morgan, Mobile, Bay, U.S.A.	Totally wrecked in hurricane. 14	Total,	23,000
Portneuf, Trois Pistols...	Trois Pistols' wharf, St. Lawrence, Que.	Stranded	Total,	2,500
Port Greville, Stocton, Maine, U.S.A.	Mouth of Port Greville River, N.S.	Grounded	Part,	
Philadelphia, U.S.A. Bluefields.	Off South Carolina Coast, U.S.A., Atlantic.	Lost top sails and yards.	Part.	
Edgewater, N.J., U.S.A., Charlottetown, P.E.I.	Vineyard Sand, U.S.A.	Stranded		
Port Townsend, Delgava Bay.	Ruben Point Light House Delgova Bay.	Stranded		
Halifax, N.S., New York, U.S.A.	Vineyard Haven, Mass. U.S.A.	Lost anchor and 75. fathoms' chain.		

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906		Yrs.			
	Lavonia..... (116,326)	3	Parrsboro, N. S.....	Schooner, sail.....	266
Aug. 5..	Lena M..... (116,723)	2	Halifax, N. S.....	Schooner, wood, sail.	27
1907					
Jan. 27..	Lena Maud..... (100,876)	14	St. John, N. B.....	Schooner, wood, sail.	98
1906					
Nov. 4..	Leo..... (100,075)	15	St. John, N. B.....	Schooner, wood, sail.	93
Aug. 17..	Leuctra..... (110,542)	7	Liverpool, N. S.....	Steel, steam.....	1,950
July 10..	Levose..... (83,251)	25	Weymouth, N. S.. .	Schooner, wood, sail.	86
Oct. 31..	Lilian..... (61,528)	35	Guysboro, N. S.....	Schooner, wood, sail.	41
March 2..	Luarca..... (100,266)	18	Windsor, N. S.....	Schooner, wood, sail .	632
Feb. 18..	Lucile..... (75,399)	30	Sydney, C. B.....	Schooner, wood, sail.	115
March 1.	Luella.....	1	Chatham, N. B.....	Schooner, wood, sail.	99
Aug. 22..	M. D. S..... (107,306) ..	6	Windsor, N. S.....	Schooner, wood, sail.	190
Feb. 25..	M. D. S..... (107,306)	7	Windsor, N. S.....	Schooner, wood, sail.	190
1907					
Feb. 23..	McKinley.....	20	Arendal.....	Bk., wood, sail.....	965
1906					
Oct. 13..	Maggie..... (100,169)	14	Lunenburg, N. S....	Schr., wood, steam...	13
July 2..	Maggie Miller.....	19	St. John, N. B.....	Schooner, wood, sail.	93
Feb. 22..	Maggie Belle..... (116,516)	1	Lunenburg, N. S....	Bk., wood, sail.....	99
Nov. 23..	Magic..... (77,739)	27	Digby, N. S.....	Schooner, wood, sail.	27
1905					
Aug. 22..	Malabar..... (94,775)	19	Charlottetown, P. E. I.	Schooner, wood, sail.	98
1906					
March 20..	Malwa..... (107,309)	5	Windsor, N. S.....	Schooner, wood, sail.	540
1907					
Feb. 6..	Maple Leaf..... (107,567)	7	Parrsboro, N. S.....	Schooner, wood, sail.	98
1906					
Dec. 23..	Maple Leaf..... (107,567)	7	Parrsboro, N. S.....	Schooner, wood, sail.	98
1907					
Feb. 22..	Maple Leaf..... (111,721)	5	Lunenburg, N. S....	Schooner, wood, sail.	199

SESSIONAL PAPER No. 23.

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.	Remarks.	
.....	100 miles East of Chatham and in Vineyard Haven.	Last Deckload and an-.... chor.		
Souris, P.E.I., White Haven, Conn.	Ball Breaker South West of Cranberry Island Light.	Stranded.....	Total,	2,000
New London, Conn., St. John, N.B.	Vineyard Haven, Mass. U.S.A.	Broke rudder.....		
Parrsboro, N.S., Boston. Mass., U.S.A.	Just outside Boston Harbour.	Broke jibboom, and.... Eccentric Rod.	Part,	250
St. John, N.B., Dublin.	Off St. John, N.B.....	.....		
Rockport, Me., Rockport, Me., U.S.A.	2 miles west of Weymouth, Digly.	Stranded.....	Total,	600
Port Hood, Rustico.....	Rustico Harbour.....	Stranded.....	Part,	550
Halifax, N.S., Boston, U.S.A.	.....	Collision with city ferry boat.		
St. John's Newfoundland, Pernambuco.	Lat. 36°, 15′ W., long. 41°, 20′ Atlantic.	Foundered.....	Total.	
Macoris, New York, U.S.A	Lat. 20°, 30′ N., long. 68°, 12′ W. Atlantic	Broke bowsprit.....	Part,	125
New York, U.S.A., Hantsport, N.S.	Off Cape Blomidon, Bay Fundy, N.S.	Stranded.....	Part,	1,500
Halifax, N.S., New York, U.S.A.	Nantucket Shoals,Mass	Grounded.....	Part,	
Barbadas, Ingraham Port	Paspebiac,	Heavy gale.....	Part,	5,000
Arichat, N.S., Canso, N.S.	Canso, Harbour, N.S	Burnt at wharf.....	Total,	1,500
Boston, Mass., U.S.A., Windsor, N.S.	10 miles below West Quoddy, Me.	Collision with Str. Ste.... Croix.	Part,	
Mahone Bay, Barbados.	Lat. 23°, 9′ N., long. 58°, 10′ W. Atlantic.	Lost main top mast .... and sails.		75
Port LaTour, Yarmouth, N.S.	Bear Pt. Harbour, Barington, N.S.	Stranded.....	Total.	
St. Stephen, N.B., Musquash, N.B., New York, U.S.A.	Musquash River, N.B.	Stranded.....	Total.	
Bridgewater, N.S., New York, U.S.A.	20 miles No. Georges' Bank Atlantic.	Lost part deck load.....	Part,	400
New York, U.S.A., St. Andrews, N.B.	Sharps' Rock Saco Main River, American Coast.	Stranded.....	Part,	1,500
Bass River, N.S., New York, U.S.A.	Falkeners Island, L.I.S	Collision.....	Part,	500
Maderia, Boston, U.S.A.	25°, 30′ N., 72°, 50′ W., Atlantic.	Foundered.....	Total.	

STATEMENT of Wrecks and Casualities reported as having occurred to British, Canadian, in other waters, for the twelve

Date of Casualty	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906		Yrs.			
Nov. 5..	Marion C..... (117,149)	29	Halifax, N. S.....	Bktn., wood, sail.....	457
1907					
Feb. 6..	Mary C..... (83,493)	12	Liverpool, N. S.....	Schooner, wood, sail.	84
1902					
April ..	Margaret L..... (88.514)	6	Sydney, N. S.....	Schooner, wood, sail.	169
1906					
Sept. 9..	Maxmin Elliott.....	4	American.....	Schooner, wood, sail.	
Nov. 15..	May Bell..... (66,981)	32	St. John, N. B.....	Schooner, wood, sail.	78
Nov. 11..	Melba..... (107,303)	7	Windsor, N. S.....	Schooner, wood, sail.	419
Nov. 30..	Meteor..... (110,100)	4	Lunenburg, N. S....	Schooner, wood, sail.	99
1907					
April 9..	Mercedese..... (100,897)	11	Weymouth, N. S.....	Schooner, wood, sail.	148
1906					
Nov. 5..	Minnie E. Moody..... (94,792)	18	Richibucto, N. B...	Schooner, wood, sail.	112
Dec. 9..	Minnie M. Cook..... (107,952)	6	Lunenburg, N. S....	Schooner, wood, sail.	84
1907					
March 22..	Mona..... (116,585)	3	Liverpool, N. S.....	Schooner, wood, sail'	299
1906					
May 11..	Mystery..... (90,845)	15	Guysboro, N. S.....	Schooner, wood, sail.	190
1907					
Feb. 6..	Mystic..... (112,799)	6	London, G. B.....	Schooner, steel, stm..	2,432
Jan. 13..	Nanna.....	6	Bergen, Norway....	Schr., steel, steam....	699
April 30..	Nanna.....	6	Bergen, Norway....	Schr., steel, steam....	699
March 27..	Narka..... (103,750)	11	Lunenburg, N. S....	Schooner, wood, sail.	154
1906					
July 30..	Nellie Carter.....	12	Parrsboro, N. S.....	Schooner, wood, sail.	78
Sept. 3..	Nellie Watters..... (92,368)	19	St, John, N. B.....	Schooner, wood, sail.	96
1907					
March 19..	New Era..... (107,968)	7	Liverpool, N. S.....	Schooner, wood, sail.	115
1906					
Nov. 3..	North Star..... (88,443)	12	Charlottetown, P. E. I.	Schooner, wood, sail.	35
July 29..	Nyassa..... (108,791)	7	Glasgow, G. B.....	Sch., steel, steam ...	1,785
Oct. 1..	Oceanic..... (116,502)	2	Lunenburg, N. S....	Schooner, wood, sail.	99

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30th, 1906.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and Nature of Casuality.	Remarks.	
Bridgewater, N.S., New York, U.S.A.	67°, 20′ W., 42°, 18′ N. N. Atlantic.	Foundered at sea.....	Total,	8,000
Halifax, N.S., Lockeport.	35 miles south of Cape Sable Atlantic ocean	Foundered.....	Total.	
Boston, Boston, Mass., U.S.A.	Gulf Stream off Norfolk, U.S.A.,	Sprung a leak and.... abandoned.....	Total,	5,000
	N.W. Bar, Sydney, N.S.	Stranded..	No damage.	
Shulee, N.S., St. John, N.B.	Off Cape Spencer N.B.	Lost some sails.....	Part,	550
Campbelltown, N.B., Vineyard Haven.	Off Whitehead, Me., U.S.A.	Lost part deckload of.... lath.		
Ingraham Docks, N.S., New York, U.S.A.	54th St. North River, New York, U.S.A.	Sail partly burned.....		
Clementsport, N.S., Boston, U.S.A.	Off Portland, Maine.	Lost part of deckload		
Campbellton, N.B., New Bedford, Mass., U.S.A.	Vineyard Haven, Mass. U.S.A.	Lost part of deckload.....		
Port Hood, C.B., Clark's Harbour, N.S.	Buttery Shoal, Lunenburg, N.S.	Stranded.....	Part,	500
St. John, N.B., Philadelphia, Pa., U.S.A.	Baracoa Harbour, Cuba.	Stranded.....	Total,	5,000
Barbadoes, St. John's, Newfoundland.	Near Cape Price, Newfoundland.	Wrecked.....	Total,	3,500
Newcastle, G.B., Louisburg, N.S.	Stapleton Rock, Halifax, N.S.	Stranded.....	Part,	15,000
Halifax, N. S.; New York, U. S. A.	30 miles w. s. w. Seal Island, Coast of N. S.	Broke propellor shaft.....	Part	2,500
Portland, Hopewell, N. B.	20 miles E. Mount Desert Rock, Atlantic, N. S.	Lost propellor.....	Part	650
Lunenburg, N. S., Barbadoes, W. I.	Lat., 34° 0′ n., long., 61° 40 w., N. Atlantic	Foundered.....	Total	8,000
Apple River, Parrsboro...	Pudsey's Point, mouth of Apple River.	Ran ashore in fog.....	Total.	
St. Johns, N. B.; Stonington, Conn.	Nantucket Bar, U. S...	Stranded.....		
Liverpool, N. S.; Thamesville, U. S. A..	Lat., 42° 35′ n., long., 68° 2′ w. Atlantic	Lost deckload and fore .... sail.	Part.	1300
Milon, Cheticamp, N. B. .	West side Port Hood Harbour, N. S.....	Stranded.....	Total	850
Glasgow, G. B.; Montreal, Three Rivers.	Contrecouer Channel, River St. Lawrence	Stranded.....	No damage.	
Mahone Bay N.S,; New York, U. S. A.	2 miles from Stratfort Shore Light, Long Island Sound.	Lost deckload and some spars.	Part	3,100

STATEMENTS of Wrecks and Casualites reported as having occurred to British, Canadian, in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or wood. — Steam or Sailing.	Register Tonnage.
1906					
March 15..	Ohio..... (80,100)	24	St. John, N. B.....	Bktn., wood, sail.....	325
Sept. 16..	Ohio..... (80,100)	24	St. John, N. B.....	Bktn., wood, sail.....	325
1907					
Jan. 10..	Ontario..... (94,786)	18	Lunenburg, N. S....	Schooner, wood, sail.	89
1906					
Nov. 30..	Onward..... (103,259)	11	St. John, N. B.....	Schooner, wood, sail.	92
Dec. 2..	Oregon..... (112,106)	3	Lunenburg, N. S....	Schooner, wood, sail.	99
July 30..	Pallas.....	25	(Norwegian).....	Barque, wood, sail...	579
1905					
Oct. 6..	Peter Mitchell..... (75,892)	28	Port Hawkesbury, N. S.	Schooner, wood, sail.	26
1906					
Nov. 6..	Pheasant..... (111,952)	3	New Westminster, B. C.	Wood, steam.....	158
1907					
March 24..	Platena..... (106,879)	9	Liverpool, G. B.....	Steel steam.....	2,044
1906					
Sept. 11..	Polino..... (62,598)	36	Quebec, Que.....	Iron, steam.....	524
July 28..	Pors.....	3–4	(Norwegian).....	Schooner, steel, stm .	344
1907					
Feb. 16..	Portland..... (95,844)	22	Port Townsend, Wash., U. S. A...	Schr., wood, steam...	966 966
1906					
Dec. 18..	Preference..... (100,738)	13	Windsor, N. S.....	Schooner, wood, sail.	243
Oct. 16..	Princess Victoria..... (115,953)	3	London, G. B.....	Schr., steel, stea m..	428
July 21..	Princess Victoria..... (115,953)	3	London, G. B.....	Schr., steel, steam....	428
April 11..	Priscilla..... (111,509)	6	St. John, N. B.....	Schooner, wood, sail.	102
Nov. 4..	R. W. Smith..... (69,203)	31	Lunenburg, N. S....	Schooner, wood, sail.	74
1907					
Feb. 25..	Ran.....	.....	Bergen, Norway....	S.S., iron, steam.....	1,947
1906					
July 30..	Preference..... (100,738)	13	Windsor, N. S.....	Schooner, wood, sail.	243
Nov. 14..	Reform..... (108,889)	12	Yarmouth, N. S....	Bgtn., steel, sail.....	545
Nov. 4..	Regina B..... (83,133)	25	Halifax, N. S.....	Schooner, wood, sail.	79

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.		Remarks.
New York, U. S. A.; La Have, N. S.	Vineyard Haven, Mass. U. S. A.	Lost anchors and 30 fathoms chain.		
Brunswick, Louisburg, C. B.	Lat., 34° 30 n., long., 75° 25 w. Atlantic.	Wrecked		
Bay St. George, Nfld., Halifax, N. S.	Three Rock Cove, Cape St. George, Nfld., Gulf St. Lawrence.	Stranded	Total	5,500
St. John, N. B.; Boston, U. S. A.	Stonington, Maine, U. S. A.	Stranded	Part.	
Ingraham Dock, New York, U. S. A.	S. W. by S. 70 miles from Cape Sable, Atlantic.	Lost part of deckload	Part.	200
Havre (France), Shediac, N. B.	Miminegash, Gulf St. Lawrence.	Stranded	Part.	5,000
Ship Harbour, N. S.; Halifax, N. S.	Three Fathom Harbour, N. S.	Stranded	Total	1,200
Port Essington, B. C.	Red Rock Rapids, Skeena River.	Stranded	Part.	
Liverpool, New York	Lat., 45° 16 n., long., 69° 06′ w. West Cape Race.	Damaged by ice	Part.	800
Port Hood, Quebec	Goose Island, St. Lawrence.	Stranded	Part.	10,000
Louisburg, N. S., Yarmouth, N. S.	Port Manton Isl., N. S. Atlantic.	Stranded	Part.	2,500
Seward, Ala., Seattle, U. S. A.	Entrance Island, Gulf Georgia, Canada.	Stranded	Part.	10,000
Liscombe, N. S., New York.	Vineyard Haven, Mass. U. S. A.	Lost portion of deckload of lath.		
Victoria, B. C., Vancouver B. C.	Fiddle Reef Light, Baynes Channel, B. C.	Stranded	Part.	
Victoria, B. C., Vancouver	Brockton Point, Vancouver Narrows.	Collision with "Chehalis."	No damage.	
St. John, N. B.; New York U. S. A.	½ mile from Crossky's Lightship, Nantucket, Mass.	Collision	Part.	2,000
Sydney, N. S.; Bridgewater, N. S.	12 miles e. s. e. of Egg Island, N. S.	Lost sails and mast in hurricane.	Part.	2,100
Rotterdam, Philadelphia..	Off Nfld. Banks	Broke propellor blades.	Part.	6,000
St. John, N. B.; Bridgeport, U. S. A.	Chatham, Mass., U. S.	Lost anchor and 15 fathoms chain.		
Bridgewater, N. S.; St. Martins.	East Coast Barbadoes, Carribean Sea.	Stranded.	Total	
Digby, N. S.; Port Hood, N. S.	West side Port Shed, N. S.	Stranded	Part.	2,000

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906					
May. ..	Reynard..... (111,677)	57	Parrsboro, N. S.....	Bgtn., wood, sail.....	560
	Reynard..... (111,677)	57	Parrsboro, N. S.....	Bgtn., wood, sail,,, .	560
	Ripples..... (64,033)	.....	Port Hawkesbury .. N. S.	Schooner, wood, sail.	34
1907					
March 23..	Robert Ewing..... (100,516)	15	Bridgetown, Barbadoes	Schooner, wood, sail.	399
1906					
Oct. 16..	Roma..... (107,125)	7	Lunenburg, N. S....	Schooner, wood, sail.	98
March 30..	Ronald..... (116,328)	3	Parrsboro, N. S.....	Schooner, wood, sail.	268
March 9..	Rowena..... (103,261)	10	St. John. N. B.....	Schooner, wood, sail.	96
June 14..	S. E. Cove..... (51,781)	40	Halifax, N. S.....	Schooner, wood, sail.	54
Sept. 14..	Sadie O'Holmes..... (92,361)	19	Annapolis Royal, N. S.	Schooner, wood, sail.	98
July 23..	St. Bernard..... (107,570)	5	Parrsboro, N. S.....	Schooner, wood, sail.	123
Nov. 16..	St. Bernard..... (107,570)	5	Parrsboro, N. S.....	Schooner, wood, sail.	123
Nov. 10..	St. Croix..... (94,739)	.....	Windsor, N. S.....	Wood, sail.....	653
Nov. 15..	St. Olaf..... (116,321)	3	Parrsboro, N. S.....	Schooner, wood, sail.	277
Nov. 23	Scylla..... (85,737)	23	Halifax, N. S.....	Schooner, wood, sail.	98
1903					
Sept. 26..	Sea Lily..... (59,489)	34	Lunenburg, N. S....	Schooner, wood, sail.	37
1907					
March 12..	Sellasia..... (113,495)	6	Liverpool, G. B.....	S,S., steel, steam.....	2,263
1906					
April 24..	Senateur.....	.....	French.....	Schooner, wood, sail.	50
Oct. 12..	Senlac..... (112,239)	2	St. John, N. B.....	Schr., wood, steam...	615
July 24.	Silver Leaf.....	3	Parrsboro, N. S.....	Schooner, wood, sail.	283
..... 15..	Silver Wave..... (100,052)	15	St. John, N. B.....	Schooner, wood, sail.	99
Nov. 14.	Sir Wilfrid..... (85,402)	3	Magdalen Isles., Que.	Schooner, wood, sail.	51
Oct. 25..	Skagit.....	23	Port Townsend, Wash., U. S. A	Bktn., wood, sail.....	443
Nov. 6.	Sirocco..... (100,059)	15	St. John, N. B.....	Schooner, wood, sail.	298

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.	Remarks.	
Baracoa, New York.....	During voyage.....	Lost rudder.....	Part.	150
Fernandine, Malanys....	On sand bar at mouth San Juan River, Cuba.	Stranded.		
Georgetown, P. E. I.; Sherbrooke.	Port Bickerton, N. S. .	Burnt.....	Total	900
Halifax, N. S.; New York, U. S. A.	West of Halifax, N. S..	Damaged and leaking.....	Part.	300
Shelburne, N. S.; New York, U. S. A.	Pier No. 36, East River N. Y. city, U. S. A .	Collision.....	Part.	500
St. Andrews, N. B.; Philadelphia, U. S. A.	Winter quarter shoal light, U. S. A.	Collision.....	Part.	1,000
Port Greville, N. S.; New York, U. S. A.	5 miles from Cutler, Mass., U. S. A.	Lost mainsail.....	Part.	220
Souris, P. E. I.; Magdalen Island, Que.	Amherst Harbour, Magdalen Island, Gulf St. Lawrence.	Stranded.....	Total	400
Pictou, N. S.; New Bedford, Mass.....	Vineyard Haven, Mass. U. S. A.	Stranded.....		
Greenwich, River Hebert..	Quaco Ledges.....	Struck Quaco Ledge.....	Part.	
Bridgeport, Conn.; Sackville, N. B.	Beaver Harbour, N. B. Bay of Fundy.	Stranded.....	Part.	4,000
Portland, Me.; Buenos Ayres.	Boca, Buenos Ayres, Argentine Republic.	Stranded.....	Trifling.	
New York, U. S. A.; Port Williams, N. S.	Off Matimais, Me., U. S. A., Atlantic.	Damaged in gale.....	Part.	600
Musquodoboit, New York.	Long., 68° 50 w., lat., 42° 52 n., Atlantic.	Lost part cargo.	Part.	150
Port Hood, N.S.; Sambro, N. S.	N. W. Beaver Light, N. S.	Stranded.....	Total	525
Savanna, Notterdam.....	37, 45 n., 64, 30 w., Atlantic.	Smashed steering gear.....	Part.	1,000
St. Pierre, Micq.....	Between Amherst and Magdalen Isl., Que., (North side).	Stranded.....	Total	
St. John, N. B.; Yarmouth, N. S.	Bay of Fundy.....	Damaged in heavy .... weather.	Part.	4,500
Boston, Mass., Harvey, N. B.	Cape Ernage.	Stranded.....	Part.	
Boston, Mass ; Eatonville, N. S.	Splans Cove, e. n. e. off Musquash Lt., N.B..	Stranded.....	Total	2,500
Port Hastings, N. S.; Souris, P. E. I.	South of Entry Isl., M. I., Gulf St. Lawrence.	Collision with s.s. .... "Amherst."	Part.	25
San Francisco, Cal.; Port Gamble, Wash.....	West Pt. Clo-oose Bay, N. Pacific.....	Stranded..... 2	Total	
Mobile, Wash., Havana..	25° 45′ n., 87° 47 w.,. Gulf of Mexico.	Waterlogged		

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906					
Oct. 5..	Sirocco..... (100,059)	15	St. John, N. B.....	Schooner, wood, sail.	298
March 9..	Sokots..... (111,177)	7	Liverpool, G. B.....	Steel, steam.....	1,969
1904					
March 20..	Strathcona..... (112,057)	4	Windsor, N. S.....	Schooner, wood, sail.	251
1906					
Dec. 21..	Strathcona..... (116,276)	3	Halifax, N. S.....	Schr., wood, steam...	171
Nov. 6..	Sovinto.....	28	Finland, Russia.....	Bk., iron, sail.....	1,615
Nov. 16..	Spray..... (103,145)	.....	Quebec, Que.....	S.S., wood, steam....	9
1907					
Jan. 19..	Star of the East..... (74,620)	30	Windsor, N. S.....	Bk., iron, sail.....	734
1906					
Oct. 25..	Sparmaker..... (77,731)	27	St, John, N.B.....	Schooner, wood, sail.	24
Sept. 22..	Superior..... (111,991)	4	Vancouver, B. C....	Wood, steam.....	30
Nov. 22..	Talmouth..... (103,754)	2	Barrington, N. S....	Schooner, wood, sail.	100
Nov. 18..	Terence C, Lockwood.... (107,990)	5	Shelburne, N. S.....	Schooner, wood, sail .	98
Dec. 15..	Themis.....	10	Tonsberg, Norway.. Norway	Schr., steel, steam....	1.208
Au . 12..	Torrens.....	30	Genoa, Italy.....	Bk., comp., sail.....	1,198
Oct. 8..	Torredon..... (92,623)	19	Charlottetown, P. E. I.	Schooner, wood, sail.	97
Dec. 6..	Trader..... (90,506)	21	Parrsboro, N. S.....	Schooner, wood, sail.	72
Nov. 2..	Turret Bell..... (104,263)	12	Newcastle, G. B....	Schr., steel, steam....	1,376
March 28..	Twickenham..... (112,412)	6	London, G. B.....	Schr., steel, steam....	2,736
1907					
April 25..	Universe.....	8	(Norway).....	Schr., steel, steam....	1,635
1906					
Dec. 8..	Venturer..... (92,315)	20	Liverpool, N. S.....	Batn., wood, sail.....	318
1707					
April 2..	Virginia..... (102,097)	6	Lunenburg, N. S....	Schooner, wood, sail.	114
May 13..	Victoria..... (111,409)	6	Lunenburg, N. S....	Schooner, wood, sail.	100

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.	Remarks.	
St. John, N. B.; Cardinas, Cuba.	39° n., 66° w.....	Filled with water.....	Total	1,500
Liverpool, N. S.; Louisburg, N. S.	Railway pier, Louisburg, C. B.; Atlantie	Stranded.....	Part.	15,000
Windsor, N. S., Mascons, San Domingo.	Gulf of Mexico.....	Stranded.....	Part.	4,000
Halifax, N. S.; Port Dufferin, N. S.	Port Dufferin Harbour, N. S.	Fire in hold.	Total	30,000
Campbellton, N. B.; Melbourne, Australia.	Priest Pond, P. E. I.; Gulf St. Lawrence.	Stranded..... 10	Total	60,000
Quebec, Que.; Quebec, Que.	Magdalen Isl., St. Lawrence.	Stranded.....	Part.	2,500
New York, Axim, Africa..	5° 03′ n., 3° 45 w., Axim, W. C. Africa...	Lost bowsprit and .... broke railing; leaking.	Part.	300
St. John, N. B.; Parrsboro N. S.	Ramshead River beach Minas Channel.	Stranded.....	Part.	475
Vancouver, B. C., coastwise.	Paisley Island, Howe Sound, B. C.	Stranded.....	Part.	
St. John, N. B.; Boston, Mass., U. S. A.	.....	Lost part deckload.....		
Lockeport, N. S., Newark, Shelburne, N. S.	Soldiers' Ledge, Tusket, Yarmouth Co., N. S.	Stranded.....	Total	
Vancouver, B. C.; Crofton B. C.	Broken Rock at Browing Passage, Queen Charlottetown Sound B. C.	Stranded.....	Total	
Buenos Ayres, Tusket Wedge.	Sunday Point, Yarmouth, N. S.	Stranded.....	Part.	5,000
Gaspe, Que.; Sydney, N.S. Gaspe, Que.	Off East Point Anticosti, Gulf St. Lawrence.	Foundered.	Total	1,500
Kingsport, N. S.; Moncton, N. B.	Shult, N. S.; Cumberland Bay.	Dragged out of anchorage.	Part.	100
Sorel, Que.; Pt. Hastings, N. S.	Cable Head, P. E. I.; Gulf St. Lawrence.	Stranded.....	Total	
Samarans, Murosan, Vancouver, B. C.	Discovery Lt. Tiddle Reef, Hars Channel.	Stranded.....	Part.	
New York, U. S. A.; Pictou, N. S.	Seal Cove, White Haven, N. S.	Stranded.....	Total	13,000
Elizabethport, N. J.; St. John, N. B.	24 miles s. w. by s. from Whistling Buoy, Old Ship Channel, U. S. A.	Collision with "Har-.... vest Home."	Part.	200
Lunenburg, N. S.; New York.	Off Georges Bank, Vineyard Haven.	Lost portion deckload.... lath.		
LaHave, N. S.; New York, U. S. A.; Yarmouth, N. S.	New Beacon Light, Yarmouth Harbour, N. S.	Stranded.....	Part.	3,500

STATEMENTS of Wrecks and Casualities reported as having occured to British, Canadian, in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or wood. — Steam or Sailing.	Register Tonnage.
1906					
Au . 29..	W. J. B..... (92,583)	16	Gaspé, Que.....	Schooner, wood, sail.	66
1907					
Jan. 11..	W. E. & W. L. Tuck....	19	Houtton, Me., U. S..	Schooner, wood, sail.	395
1906					
March 11..	W. H. Baxter..... (117,162)	1	Windsor, N. S.....	Schooner, wood, sail .	330
Dec. 3..	W. N. Zwicker..... (111,724)	5	Lunenburg, N. S....	Schooner, wood, sail.	398
March 10..	W. R. Huntley..... (100,105)	15	Parrsboro, N. S.....	Schooner, wood, sail.	167
Nov. 11..	W. S. Wynot..... (11,649)	5	Lunenburg, N. S....	Schooner, wood, sail.	100
Nov. 1..	Wallula..... (88,422)	22	St. John, N. B.....	Schooner, wood, sail.	82
Dec. 8..	Water Witch..... (122,023)	1	Liverpool, N. S.....	Schooner, wood, sail.	190
1907					
Jan. 21..	Westport III..... (116,208)	3	Yarmouth, N. S....	Schr., wood, steam..	49
1906					
Nov. 4..	White Wings..... (100,866)	13	Lunenburg, N. S....	Bktn., wood, sail.....	396
May 7..	White Wings..... (100,866)	13	Lunenburg, N. S....	Bktn., wood, sail.....	396
Sept. 5..	Winona.....	1	Newcastle, G. B....	Steam.....	
1907					
March 5..	Wobun..... (100,709)	5	Pictou, N. S.....	Schooner, steel, stm..	990
1906					
Nov. 15..	Wood Bros..... (103,012)	12	Parrsboro, N. S.....	Schooner, wood sail..	68
1907					
Jan. 20..	Yakima, U. S. A.....	4	Gloucester, U. S. A..	Schooner, wood, sail.	71

No. of vessels	$	317
Tons register		131,441
Lives lost		55
Damage reported		672,466

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1906.

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and nature of Casualty.	Remarks.	
Paspebiac, Quebec.....	.....	Stranded.....	Total	1,200
St. John, N. B., Bridgeworth.	2 miles w. of Digby Light, N. S.	Split sails.....	Part.	300
Philadelphia, Sydney, C. B.	Cape Canso.....	Lost some sails.....		
New York, Ingram docks, New York.	Ingram Dock, St. Margaret's Bay.	Stranded.....	Part.	1,700
North Sydney, Gander Bay, Nfld.	39° 10′ w., 49° 30 n., Sir Charles Hamilton's Sound, Nfld.	Stranded.....	Total	4,500
Clarks' Harbour, Port Hood, C. B.	Stoney Isl. Beach, Cape Sable.	Stranded.....	Part.	900
St. John, N. B.; Parrsboro, N. S.	Bald Rock, Cumberland Bay.	Abandoned in a water-logged condition.	Total	200
St. Vincents, New York...	St. Vincent Harbour, West Indies.	Lost foretop mast.	Part.	23
St. John, N. B.; Westport N. S.	Cow Ledge,Bay Fundy	Stranded.....	Part.	1,000
LaHave, N. S.; New York, U. S. A..	Lat., 44° 20′ n., long.,. 66° 30′ w., Atlantic...	Foundered.....	Total	16,50
Connetable, New York....	Barbados, Atlantic,	Vessel leaking about 9.... ft. an hour.		
	West Rocks, Owen Sound, Ont.	Stranded.....		
North Sydney, St. John...	North Atlantic.....	Damaged by ice.....	Part	5,000
St. John, N. B.; Spencers' Island, N. S.....	Spencers' Island Beach Minas Channel.	Stranded.....	Part.	1,500
Gloucester, Woods' Harbour, N. S.	Stag Harbour, Sound, Canning, N. S.	Stranded.....	Trifling.	